

# **Stevenage Borough Council**

## **Supplementary Planning Documents (SPDs) Consultation**

Stevenage Design Guidance SPD

Parking Provision SPD

Developer Contributions SPD

**Consultation Statement**

**14 October – 24 November 2024**



## Executive Summary

The Stevenage Borough Local Plan was adopted on 22 May 2019. The Plan sets out a spatial vision for the town to 2031 and contains strategic and detailed land use policies for the Borough.

Supplementary Planning Documents (SPDs) support these strategic and detailed policies in the Local Plan and are designed to set out more detail for how development is carried out.

They are used to build upon and provide further guidance for development on specific sites or on particular issues. Whilst they are not part of the Development Plan for an area and cannot add unnecessarily to the financial burdens on development, the contents of an SPD are a material consideration when determining a planning application.

Applications will be assessed against the standards contained within them and SPDs should be read in conjunction with policies in the adopted Stevenage Local Plan.

The Council's adopted suite of SPDs include:

- Parking Provision and Sustainable Transport SPD (adopted October 2020)
- Developer Contributions SPD (adopted March 2021)
- Design Guidance SPD (adopted January 2023)

National guidance and legislation are always evolving and therefore the Council's policy documents need to be up to date to account of this. Therefore, this consultation is an opportunity for respondents to provide comments on the proposed changes in the SPDs.

During the consultation period held from 14 October to 24 November 2024, we received upwards of 120 individual representations on the three SPDs. These representations came from a variety of mechanisms that we employed for consultation, social media (Facebook, Twitter and Instagram) and a formal consultation website to record respondents' comments.

Respondents were a combination of members of the public, statutory consultees and other interested parties.

The consultation statement shows the range of responses and how the Council will respond to them. Following the consultation in 2024, we will revise the three documents as prescribed in the Town and Country Planning (Local Planning) (England) Regulations 2012, and this is explored within the Council's next steps.

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## 1. Introduction

- 1.1 This document sets out how Stevenage Borough Council has undertaken a consultation on changes to our three adopted SPDs, which include:
- Parking Provision and Sustainable Transport SPD (adopted October 2020);
  - Developer Contributions SPD (adopted March 2021);
  - Design Guidance SPD (adopted January 2023).
- 1.2 The statement provides an overview on the following:
- Who was invited to make representations;
  - How they were invited to do so;
  - Summaries of the main issues raised in the representations; and
  - Next steps for the Local Plan

## 2. Town and Country Planning Regulations

This consultation statement complies with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The most relevant regulations relating to the process are as follows:

- Regulation 12: Regulation 12(a) requires the Council to produce a consultation statement before adoption, this must set out who was consulted, a summary of the issues raised, and how these issues were incorporated;
- Regulation 12(b) requires the Council to publish the documents for a minimum 4 week consultation, specify the date when responses should be received and identify the address to which responses should be sent.;
- Regulation 35: Regulation 12 states that when seeking representations, documents must be available in accordance with Regulation 35. This requires the Council to make documents available by taking the following steps:
  - Make the document available at the principal office and other places within the area that the Council considers appropriate;
  - Publish the document on the Council's website.

The Local Development Scheme (LDS) of Stevenage Borough has included the intention to update the Council's Supplementary Planning Documents alongside a review of the Local Plan.

Supplementary Planning Documents (SPDs) are produced to add detail to the policies included in an adopted Local Plan. They are used to build upon and provide further guidance for development on specific sites or on particular issues. Whilst they are not part of the Development Plan<sup>1</sup> for an area and cannot add unnecessarily to the financial burdens on development, the contents of an SPD are a material consideration when determining a planning application.

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<sup>1</sup> The Development Plan for an area comprises the adopted Local Plan, the Waste Local Plan, the Minerals Local Plan and any adopted Neighbourhood Plans (of which there are none currently in Stevenage).

Applications will be assessed against the standards contained within them. The SPDs should be read in conjunction with policies in the adopted Stevenage Local Plan.

### ***Policy Background***

The procedure to adopt a SPD is set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. In summary, the process runs as follows:

- Prepare draft SPD;
- Minimum 4-week public consultation (normally 6 weeks);
- Process public consultation responses;
- Revise SPD to take account of responses;
- Publish summary of all consultation responses (consultation statement);
- Adopt new SPD.

A summary of three Supplementary Planning Documents (SPD) will follow below. A fourth SPD, “The Impact of Development on Biodiversity” SPD, previously adopted in March 2021, was revoked in November 2023 following approval by Cabinet in June 2024. A statement of revocation was forwarded to the Secretary of State to this effect.

### ***Parking & Sustainable Transport SPD***

The Parking & Sustainable Transport SPD was adopted on 12 October 2020.

The Parking Provision and Sustainable Transport Supplementary Planning Document (SPD) has been produced to supplement policies SP6, IT5, and IT8 of the Stevenage Local Plan (adopted 2019). Upon adoption, it replaced the Stevenage Borough Council Parking Provision SPD (adopted 2012).

The purpose of this document is to explain the Council’s proposed approach to parking provision within new developments. Its intention is to provide clear guidance and certainty for developers and communities. As well as guidance on traditional aspects of parking, the SPD also provides guidance on related issues not covered in the previous Parking Provision SPD with the aim of promoting sustainable modes of transport.

Standards are put forward for the quantity of car parking, cycle parking, and disabled parking at all new developments. The document also provides guidance on the layout and design of these. Requirements for the provision of charging infrastructure are given to help ensure the expected rise in electric vehicle-use is realised and support is given for the implementation and installation of a cycle hire scheme and cycling hubs in line with the Council's promotion of cycling. The use of public transport is also covered by this document with references to bus priority measures and the potential for a park and ride scheme.

The SPD provides further planning guidance under the following sections:

- Residential Parking Standards
- Non-Residential Parking Standards
- Mixed-Use Sites and Town Centre Parking Provision
- Electrical Charging
- Additional Requirements
- Cycle Parking Standards
- Transport Statements, Assessments, and Travel Plans
- Design and Layout

- Accessibility Contributions

### ***Developer Contributions SPD***

The Developer Contributions SPD was adopted on 18 March 2021.

The aim of this SPD is to set out the Council's proposed approach to the use of Section 106 (S106) agreements to secure developer contributions from new developments. This will assist planning officers, applicants, service providers, Councillors and members of the public through the planning application process, ensuring that the process is fair and transparent and is applied consistently.

Developer Contributions, commonly known as planning obligations, are legal obligations entered into to mitigate impacts of a proposed development. They are entered into under Section 106 of the Town and Country Planning Act 1990(2) by the developer and / or landowner, the local planning authority, and potentially other service or infrastructure providers linked to a proposal or mitigation scheme. They are legally binding and enforceable.

The other main form of developer contribution is the Community Infrastructure Levy (CIL). Stevenage Borough Council adopted a CIL Charging Schedule in January 2020 and started implementing CIL on 1 April 2020. CIL is a non-negotiable charge on new built development which meets the thresholds identified in the Community Infrastructure Levy Regulations (2010) (3) (as amended). CIL replaces the need to secure developer contributions through S106 agreements in many instances, allowing for infrastructure and service provision to be planned and implemented on a more strategic, borough-wide scale rather than in a piecemeal approach as mitigation against the impacts of individual developments.

The Council must publish its CIL funding priorities each year in an Infrastructure Funding Statement. Like S106 agreements, CIL liabilities are legally binding and enforceable, albeit through different legislative procedures.

The Council will still require applicants to enter into S106 agreements in some instances. This document sets out the instances where S106 agreements will be sought, what will be included in them, and how contributions will be calculated.

In essence, this document should be used to identify where developer contributions may be required in addition to the payment of a CIL charge for a proposed development. The Council advises that applicants always engage fully with the local planning authority and other infrastructure / service providers near the time of submitting an application to gain a better understanding of the exact amounts they may be expected to contribute.

The main topics covered in this SPD are:

- Community Infrastructure Levy
- Hertfordshire County Council contributions
- Housing
- Commuted Sums to mitigate against policy non-compliance
- Site-specific mitigation
- Employment opportunities
- Parking and Sustainable Transport (linked to Parking & Sustainable Transport SPD)
- Monitoring fees

### ***Design Guidance SPD***

The Design Guidance SPD was adopted on 30 January 2023.

Stevenage Design Guidance supports the strategic and detailed policies in the Stevenage Borough Local Plan. This guidance forms a Supplementary Planning Document (SPD) which is an additional 'material consideration' in planning decisions. This guidance replaced the Stevenage Design Guide 2009; updating advice where appropriate and providing new guidance

on matters introduced or strengthened in the Local Plan including long-term sustainability through the use of durable, low maintenance materials.

This Stevenage Design Guidance sets out clear design principles to guide future development in Stevenage. It encourages a design led approach to all development, from large residential schemes to modest residential extensions and small infill developments.

The SPD provides design principles for all developments, accompanied by illustrations and good practice examples, to help deliver good design and clearly signpost where more detailed guidance can be accessed.

The National Design Guide (2021) notes that well-designed places have individual characteristics which work together to create its physical character. These ten characteristics help to nurture and sustain a sense of community. They work positively to address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF.

This document is divided up into each of these ten characteristics in order to ensure that this guidance reflects accurately the characteristics of the National Design Guide:

- Context
- Identity
- Built Form
- Movement
- Nature
- Public Spaces
- Uses
- Homes and Buildings
- Resources
- Lifespan

### 3 Pre-Public Consultation

3.1 Prior to the supplementary planning documents being circulated for public consultation, the report went through internal consultation and constitutional process.

3.2 The Report was presented to Members and Strategic Leaders at the following meetings:

- Clearance Board 13 September 2024
- Planning and Development Committee 1 October 2024
- Cabinet 9 October 2024
- Overview and Scrutiny 10 October 2024

3.3 A summary of the comments made in those meetings and other general comments are set out below.

Name/Organisation	Comments:	SBC Response
Clearance Board	Comments highlighted the need for clarity on the biodiversity revocation and the position for the council if these SPDs were not updated and the positive outcomes of doing so.	These have been incorporated into the documents to reflect these comments.

P&D	Positively received with generally no comments.	Comments noted and incorporated.
Cabinet	Comments received on car parking standards and disabled parking. Clarification of space design and allocation.	Comments noted and incorporated.
O&S	Positively received with generally no comments.	Comments noted and incorporated.

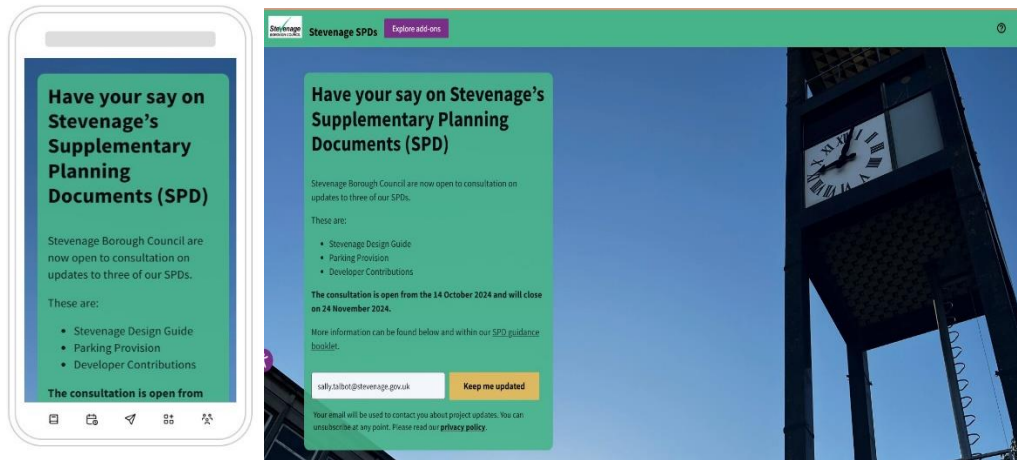
#### **4 Public Consultation (14 October to 24 November 2024)**

- 4.1 The three SPDs were prepared for consultation and the main changes set out for the public to comment.
- 4.2 The consultation formally sought the views of a wide range of consultees, including statutory consultees such as: Historic England; Hertfordshire County Council; and the Environment Agency. The purpose of the consultation was to gauge the views of consultees on the proposed changes.
- 4.3 The three SPDs were prepared and approved for public consultation by Stevenage Borough Council Cabinet on 9 October 2024.
- 4.4 The public consultation exercise was undertaken from 14 October until 24 November 2024. Representations were invited to comment on the three supplementary planning documents.
- 4.5 Representations could be made using an online consultation system called Commonplace. It was accessed through its own web address and was visible on the Council website, social media accounts. Alternatively, responses could be posted or emailed to the Planning Policy Team.
- 4.7 Our chosen consultation platform, Commonplace has delivered a number of consultations for Stevenage Borough Council, including the Station Gateway Area Action Plan (AAP) and Cycle Hire Scheme. It was considered appropriate because it was suitable for mobile phones as well as desktop users. The design of the site was tailored to hold detailed planning documents and allow consultees to view documents broken down by theme. The platform is designed to help engage residents, businesses and different demographics and by separating topic areas helps respondents comment on areas they are interested in.
- 4.8 Planning documents like the SPDs can be complicated and use planning language which often disengages an audience. With the help of Commonplace and using best practice, we have engaged more widely. We learnt from previous Commonplace consultations such as Stevenage Gateway Area Action, and other local authorities to build a consultation platform suitable for a range of consultees.



4.9 Figure 1 shows how the consultation platform was viewed on a desktop computer or mobile device.

Figure 1: Consultation platform viewed on a desktop and mobile device.

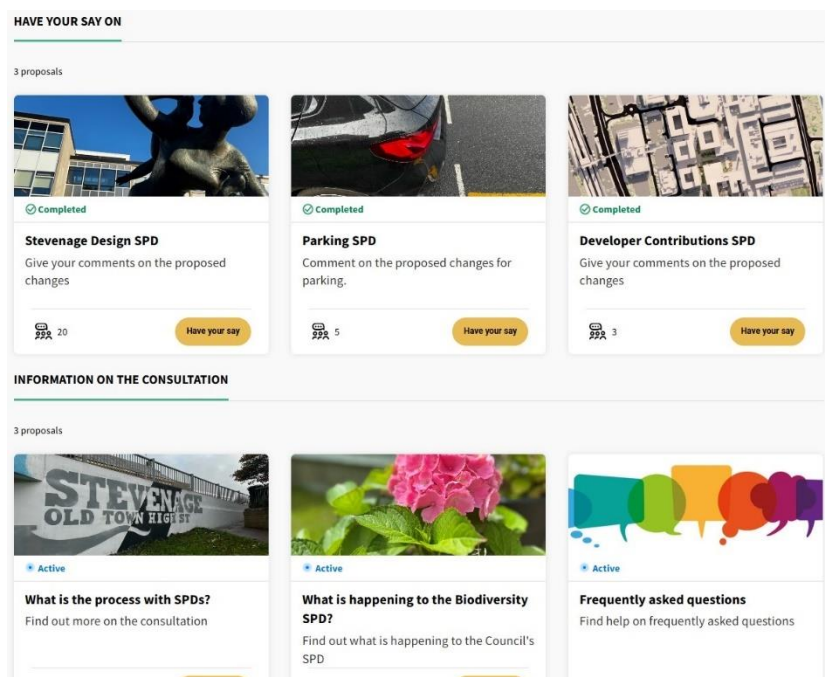


4.10 A direct link to the consultation platform was accessed via a dedicated link:

<https://stevenagespds.commonplace.is/>

The consultation platform breaks down the document into sections to enable a consultee to answer questions based on the separate SPDs. All sections contain questions, but all are optional to allow flexibility to respondents. The image below shows some of the topic areas on the website.

Figure 2: Breakdown of questions on the consultation platform



- 4.11 Each SPD had a designated area within the consultation platform to enable the respondent to read the document and assess the changes.
- 4.12 The overall aim was to gather consultee views across a wide demographic as well as different types of users in the area. Therefore, the platform had to be suitable for residents, visitors, businesses, and statutory consultees. This can lead to a gap in consultees' proficiency in planning terminology, and the platform was designed with this in mind. Therefore, you could answer as few, or as many questions as you like.
- 4.13 Formal public consultation period (14 October to 24 November 2024):
- A link to the SPD consultation platform was sent to all individuals who had signed up to the Councils planning consultee register. The register mainly consists of individuals who have responded to previous planning policy consultations or specific planning applications, and also contains all statutory consultees and Duty to Cooperate bodies, as required by Regulations. Approximately 50 letters were also sent to individuals who had not provided an email address. The letters advised recipients how they would be able to view the document (both electronically and physically) and the process for responding to the consultation. Appendix 2 contains the list of notified consultees.
- 4.14 The formal consultation consisted of:
- Notification, via e-mail and post where necessary to all statutory consultees and those on our consultation database.
  - A series of dedicated meetings with a range of key stakeholders.
  - Publicity via the Stevenage Borough Council website and social media platforms (including the Council's Facebook, Twitter / X and Instagram pages).
  - A link to the Council's consultation interface, where the public were able to download the Local Plan – Partial Review and Update documents and were able to submit their observations and representations.
  - A promotional leaflet was produced and distributed around the town, to highlight that the public could “have their say” on the new and revised policies.
  - Ensuring that the consultation could align with the work programme of the broader Communications and Engagement Plan, managed and updated by the Communities & Neighbourhoods team. This was to ensure that the Local Plan – Partial Review and Update could be added to any events / engagement with the neighbourhoods of Stevenage during the consultation, to raise awareness as much as possible.
  - Distribution of material publicising the public consultation. This included distribution at Stevenage Central Library, Daneshill House Reception and other locations if necessary.
  - Paper response forms were also printed and left at the same locations detailed above, to ensure those with limited or no access to web based consultation platforms, could still be included in the consultation (example in Appendix 5).
  - A consultation booklet which covered the broad themes of the SPDs (example in Appendix 6) was produced for the public as a vibrant, intuitive way to answer a series of frequently asked questions (FAQs).
- 4.15 Those who provided an e-mail address when registering to the list were sent an e-mail (example in Appendix 4) with a link to the document and an explanation of the consultation process. This consisted of the majority of all consultees. Letters were sent to individuals who had not provided an e-mail address. The letters advised recipients

how they would be able to view the document (both electronically and physically) and the process for responding to the consultation.

- 4.16 A series of meetings and discussions were held during the consultation period, with internal and external stakeholders. Internally this included the Development Management, Housing and Climate Change teams; externally this included, in particular, Hertfordshire County Council Growth and Infrastructure Unit, Highways, Spatial Planning, Adult Care Services and Health and Wellbeing teams.
- 4.17 The Planning Policy team were assisted by the Communities & Neighbourhoods team and in particular, neighbourhood wardens, in promoting the SPD consultation across Stevenage to ensure a wide a response as possible.
- 4.18 Copies of the SPDs were made available for inspection, along with supporting documents at the following locations:
- Stevenage Central Library;
  - Stevenage Old Town Library;
  - Council Office, Daneshill House, Danestrete;
  - Online via the Councils website.
- 4.19 Representations received in respect of the consultation exercise are available to view in full on the Stevenage Borough Council consultation portal. A summary of the representations received are included in this statement (Appendix 1).
- 4.20 The representations will be reported to Cabinet, Planning and Development, and Scrutiny and Overview committees, of which the minutes can be viewed online. The views of members will be used to inform the next stage of the process, Adoption of the SPDs.

## 5 Responses and main issues raised during the consultation

5.1 A total of 123 representations were received from consultees as well as internal teams and committees.

Main highlights from the consultation held between: **14 October to 24 November 2024**

- Commonplace / Email / Letters: **29** individual Respondents (This includes organisations such as HCC, Historic England, MACE)
- **Over 240 visitors** to the consultation interface website;
- Social Media comments (not included in numbers)
- **117 individual consultation comments**

**Total: 29 respondents / 123 comments or agreements\***

\* An agreement is another consultee agreeing with another representation. The consultation platform allows consultees to agree or disagree with comments already submitted.

5.2 Responses were received from:

- HCC – (Growth, Minerals & Waste, Public Health, Highways, LLFA,
- TfL
- Sport England
- NHS Property Services
- NHS HWE ICB
- Historic England
- Stevenage Cycling UK
- Members of the public

5.3 A full summary of responses is provided in Appendix 2 as well as an overview of any recommendations to be taken forward for consideration when drafting the next stage of the supplementary planning documents (SPDs).

5.4 A wide range of themes emerged from consultation comments, including some of those highlighted in table 1.

Table 1:

Main themes from consultation:	
Developer Contributions SPD	
General Summary	Generally positive with suggestions on areas to consider or amend. Positive comments were also received on how the SPD aims to mitigate development on areas such as the public realm, active travel projects and sport provision.

	<p>Comments did highlight that although there were positive comments, there were a few reservations about how to ensure contributions are sought for education, housing and transport infrastructure.</p> <p>Many feel elements for sustainable travel and climate change mitigation are not a priority in the SPD.</p> <p>Overall, useful comments were received to help with the update of the SPD.</p>
Affordable Housing	<p>There were positive comments on how the SPD provides guidance on how affordable housing should be provided.</p> <p>Comments considered the following issues:</p> <ul style="list-style-type: none"> <li>• Clarification of terms – for example, rent means social not affordable rent;</li> <li>• Wheelchair housing and the potential need for bespoke works for these standards;</li> </ul>
Health	<p>Comments were positive regarding the inclusion of health and the significant impact housing has on the current infrastructure.</p> <p>Comments suggested that a close working relationship between all parties is essential to meet the demands of growth. It was also noted that developer contributions should not only be for GP surgeries but also mental health and community health clinics.</p> <p>Comments also suggested new processes which could aid developer contributions. These include:</p> <ul style="list-style-type: none"> <li>• Assess the level and type of demand generated by the proposal.</li> <li>• Work with the partners to understand the capacity of existing healthcare infrastructure and the likely impact of the proposals on healthcare infrastructure capacity in the locality.</li> <li>• Identify appropriate options to increase capacity to accommodate the additional service requirements and the associated capital costs of delivery.</li> </ul> <p>Some comments have also highlighted recent appeal decisions and how this might impact future decisions.</p>
Sport / Open Space	<p>Contextual updates to make sure the latest guidance is used for calculations in sport contributions and positive comments for off-setting contributions for Open Space, if it cannot be placed on site.</p>
Transport	<p>Comments suggested updates to rights of way and travel plans within the text.</p>
Education	<p>Comments have highlighted the change of circumstances for funding in education. As the Michaela Secondary School at the Former Barnwell East site is no longer coming forward and thus funding from DfE has been pulled, HCC as Education Authority has started to seek secondary education contributions on certain sites. This is on order to cover the significant funding gap to deliver a new secondary school on the former Barnwell East Site. Consequently, the SPD will need to reflect this new position.</p>
Climate change / air quality	<p>Comments highlighted that The Draft Developer Contribution SPD does not include information on improving air quality. Comments recommended including technical studies for climate change mitigation.</p>

Parking SPD	
General Summary	<p>Generally positive with suggestions on areas to consider or amend. Positive comments but, comments suggested amending areas such as, clarification on terminology and to ensure sustainable travel options, such as cycling were not omitted from the SPD.</p>

	<p>Comments suggested updates to national guidance documents but a positive reaction to the style and format of the document.</p> <p>Some comments suggested elements for sustainable travel to be improved in the SPD.</p> <p>Overall, useful comments were received to help with the update of the SPD.</p>
Space Standards	<p>Some comments suggested clarification on car parking standards and what they mean. Comments highlighted that although some may understand standards for parking provision, clarification in the text was recommended to assist understanding of 0.5 parking spaces and how this is calculated. This has also included clarification for cycle parking standards.</p>
Care homes	<p>Comment was received on number of visitor parking spaces for C2 Care Homes.</p>
Sustainable travel	<p>Comments highlighted sustainable travel visions should be updated and ensure consistency throughout the document with any new evidential studies / technical papers.</p>
Cycle parking	<p>Comments have highlighted clarification around standards but also provision of visitor cycle parking in new developments. The type of cycle parking provision was also highlighted as an area to amend to encourage economical designs which are easy to use.</p>
National / Regional Guidance	<p>Comments highlighted that guidance and strategy references should be displayed clearly, and if necessary, latest version included where possible.</p>

Design SPD	
General Summary	<p>Generally positive with suggestions on areas to consider or amend. Overall, comments viewed the simplification and format of the SPD very good.</p> <p>Some comments highlighted the need to clarify some planning terms and to be clear in what we want from the design.</p> <p>Comments suggested updates to illustrations as a helpful way to communicate ideas.</p> <p>Overall, useful comments were received to help with the update of the SPD.</p>
Housing and adaption	<p>Ensure terminology is clear and remove ambiguous language.</p>
Movement	<p>Comments highlighted the need for rights of way to be recognised with document.</p>
Active Travel	<p>Ensure active travel is included with design and the relevant guidance from outside the council is referenced accordingly.</p>
Safety	<p>Comments welcomed the guidance on safety and how if areas are designed well, crime and the fear of crime can be reduced.</p>
Environment	<p>A number of comments were received for swift bricks and on design and including a proportionate number in developments.</p>
Building design and character	<p>Comments highlighted the need for flexibility with building design. The guide should not stop innovation and creativity. Therefore, comments requested flexibility in the text to take account of this, as character from local areas will assist with the design process.</p> <p>There was also a recommendation for the inclusion of character areas (formerly Appendix 1) to support the guide in explaining to developers, homeowners, businesses and decision makers what makes Stevenage unique as a place. This</p>

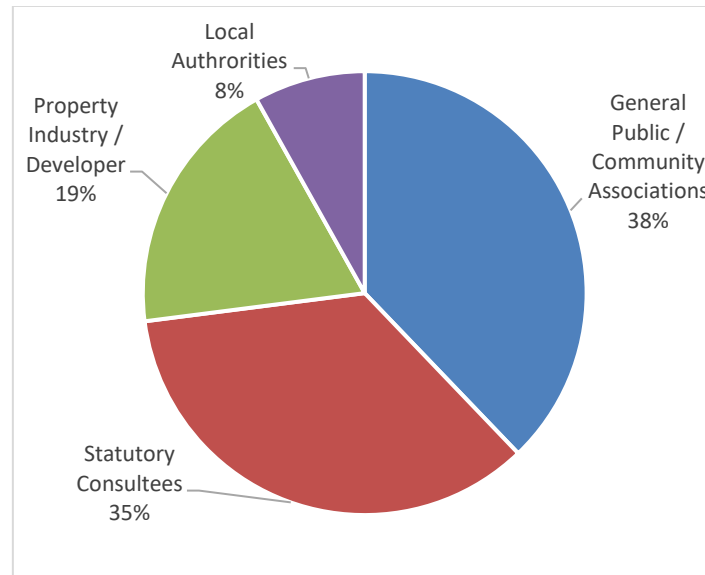
	would enable new development to understand and reinforce the positive local character of Stevenage's character and conservation areas in new design.
Environment	Space for orchards and allotments are not mentioned in the document and comments suggested including as this could be a positive initiative for flats and house with small or no gardens.

5.5 While the total volume of representations may appear relatively low for a planning policy consultation, it should be acknowledged that the quality of comments received were insightful, and incredibly insightful. This enabled the team to assess the supplementary planning documents effectively and produce amended versions for the next stage of the consultation process.

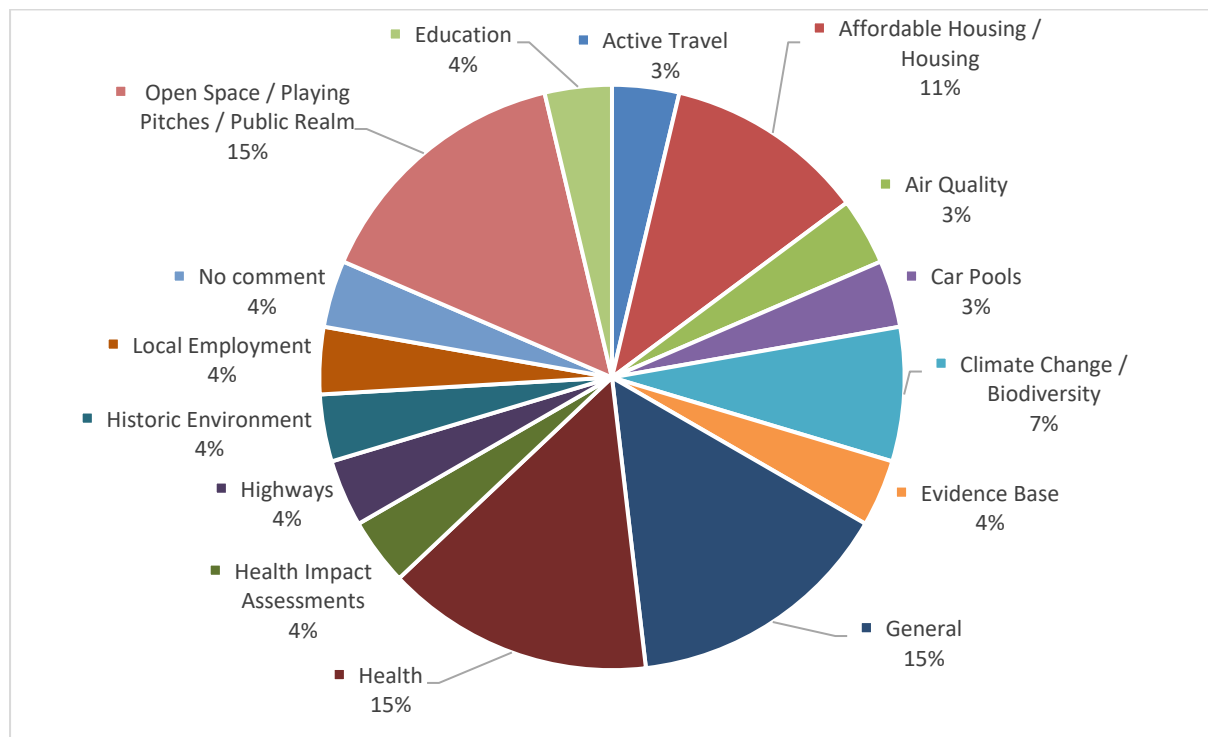
## 6 Analysis of representations

6.1 The analysis was broken down by SPD and main themes. Appendix 1 shows the full list of responses and are separated for review.

6.2 Figure 1 below shows the type of respondents who responded to the SPD consultation.

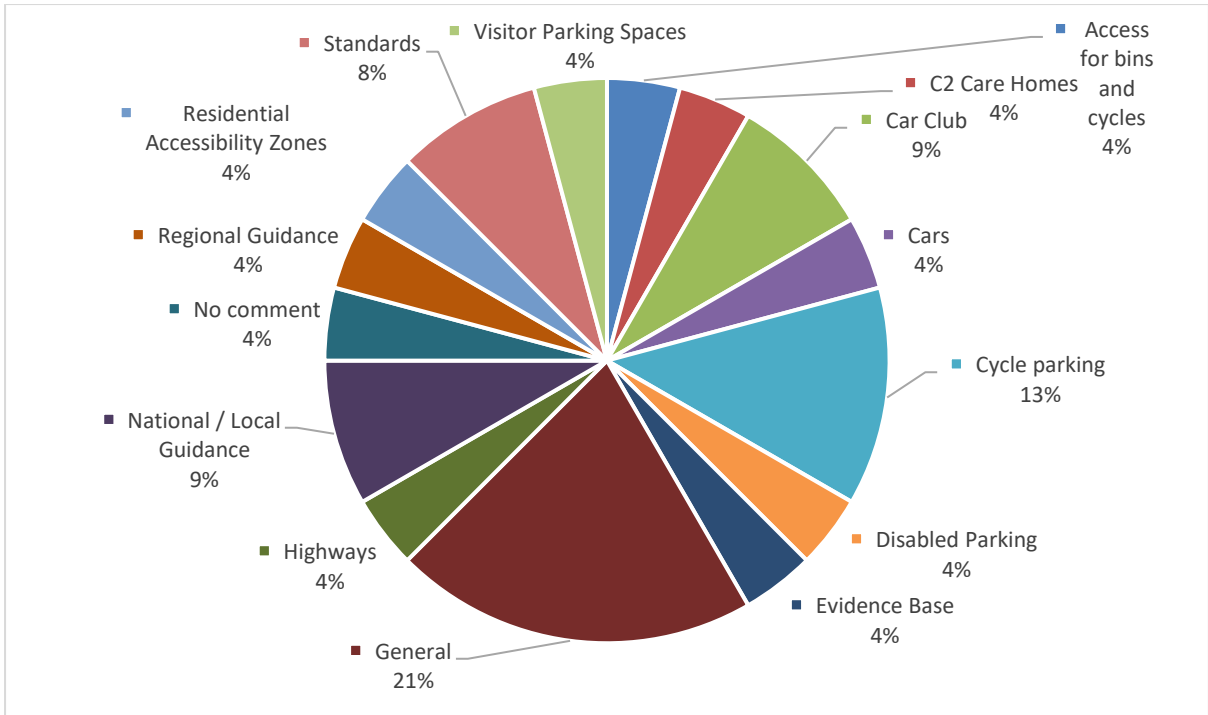


6.2 Figure 2 below shows the breakdown of comments received by theme / chapter for the Developer Contributions SPD.

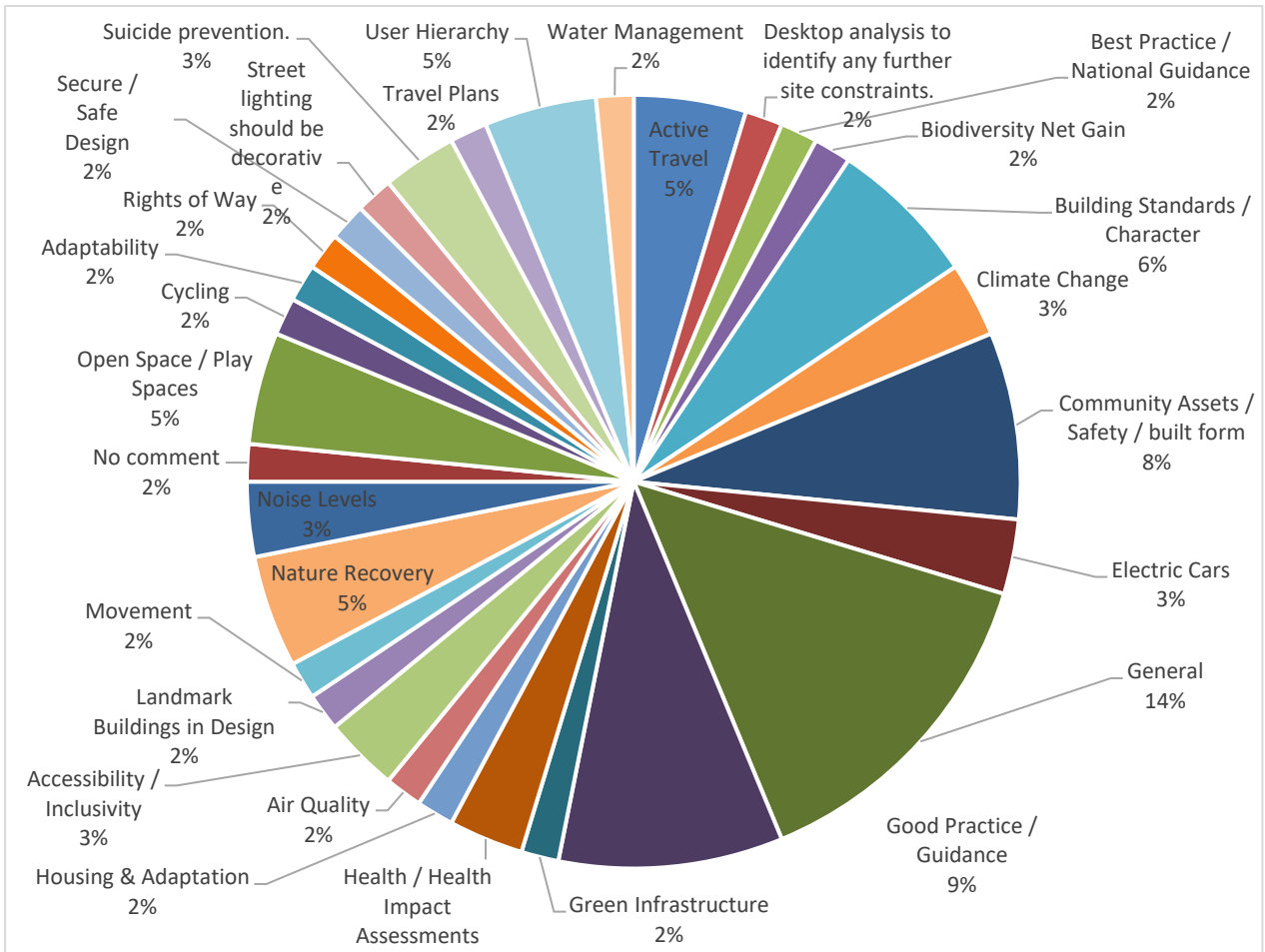


6.3 Figure 3 (on the next page) shows the breakdown of comments received by theme / chapter for the Parking Provision SPD.





6.4 Figure 4 shows the breakdown of comments received by theme / chapter for the Stevenage Design Guidance SPD.



- 6.5 Key messages received from the consultation included general support for the Council's commitment to updating the SPDs. There is some negativity regarding some elements within the changes for the SPD but officers have worked intensively with consultants, consultees and the public to make sure the SPDs are designed to be clear and precise for the purposes of planning in Stevenage.
- 6.6. The variety of themes for all three SPDs which were commented on through the consultation displays how wide reaching the SPDs are in planning terms. It is important to consider all comments and ensure these are captured within the adopted documents published in 2025.

## 7 How has the Council responded to these comments?

- 7.1 A complete schedule of consultation responses and the Council's response to the comments are provided in Appendix 1.
- 7.2 The opinions and views of the public will be considered when the supplementary planning documents are revised.
- 7.3 After the comments were reviewed, officers have amended the drafts accordingly. A brief overview of changes is shown below.

### ***Changes to the Supplementary Planning Documents (SPDs)***

- 7.4 The initial changes before consultation included the following changes to the Supplementary Planning Documents.

#### 7.5 ***Parking SPD***

Amendments to the Parking & Sustainable Transport SPD, prior to public consultation, can be summarised as follows:

- Removal of "Sustainable Transport" from the title of the SPD, to reflect the fact that the sustainable transport elements of the existing Parking & Sustainable Transport SPD have either been moved to the revised Developer Contributions SPD, or are suitably covered by Hertfordshire County Council Highways guidance.
- Sustainable transport contributions moved to Developer Contributions SPD.
- General improvements to presentation – removing unnecessary justification text, etc.
- Various clarifications on parking requirement calculation – when rounding should occur, what constitutes a bedroom, etc.
- Disabled parking requirements clarified.
- Electric Vehicle charging requirements removed – now covered by Building Regulations.

#### 7.6 ***Developer Contributions SPD***

Amendments to the Developer Contributions SPD, prior to public consultation, can be summarised as follows:

- Travel plan guidance clarified.

- Car club, public transport voucher, etc. contributions added (from Parking SPD)
- New contributions towards cycle hire scheme.
- Document now refers to the CIL annual inflation rate, which the Council is required to apply. This is for transparency and to allow developers to calculate their CIL charge ahead of development.
- Introduction of developer contributions for Electric Car Clubs and the Cycle Hire Scheme, on large windfall and strategic sites. This is in addition to collecting a CIL charge to reflect the Council's sustainable transport objectives.
- General updates to legislation and National Planning Policy (related to the NPPF, December 2023)
- Affordable Housing updates, in line with the Local Plan – Partial Review and Update amendment on Part M of the Building Regulations.
- The 'Construction Employment Opportunities for Stevenage' section now applies more flexibility, should a developer be unable to fulfil the obligations regarding construction jobs and apprenticeships. This is to support small and medium-sized developers and to reflect instances whereby local businesses and quick construction developers are unable to fulfil obligation due to time constraints.
- Increase in payment for failure to meet local recruitment targets for apprenticeships, from £250 per apprenticeships to £500. This is to help cover the cost of the brokerage system to fill apprenticeship positions and encourage early engagement with Stevenage Works, to support the delivery of local apprenticeships.
- Further clarity on what the training fund can be used for.
- Monitoring Fee increase to reflect the ongoing costs of the brokerage system to fill apprenticeship positions – officers have carried out work to determine local authority monitoring fees across the board. The proposed fees are based on an approximate benchmark value of several CIL charging authorities.

## 7.7 **Design Guidance SPD**

Amendments to the Design Guidance SPD, prior to public consultation, can be summarised as follows:

- Design guide changed to tabular format.
- Clear distinction between mandatory requirements and optional best practice.
- Appendix 1 of the SPD (character assessments) has been deleted, as was too brief to be of real use and also out of date (2008).
- General improvements to presentation of Appendices 2 (shopfront guide) and 3 (residential extensions guide) – formatting, new drawings etc.

### **Final changes to SPDs following consultation.**

- 7.8 Officers have taken all comments and views into account in a conscientious manner. This has helped to inform and shape the final version of the SPD being reported to Cabinet.
- 7.9 The main concepts and principles of the draft SPD have been maintained and brought forward into the final version of the SPD, considering a number of significant amendments suggested by respondents' comments.
- 7.10 A complete schedule of consultation responses, the Council's response to the comments and the areas of changes proposed in the SPD are provided in Appendix 1.
- 7.11 Below is a summary of the final changes to each SPD, following the consultation period.

### ***Parking SPD – final changes since public consultation***

7.12 Amendments to the Parking & Sustainable Transport SPD, following public consultation, can be summarised as follows:

- Disabled car parking standards for residential development now based on number of wheelchair user dwellings or (for HMOs) accessible tenancy units rather than set as a percentage of total car parking provision.
- Standards added for adapted cycle parking (e.g. recumbents).
- Design criteria added for adapted cycle parking spaces.
- Various minor changes to refer to more up-to-date evidence documents.

### ***Developer Contributions SPD – final changes since public consultation***

7.13 Amendments to the Developer Contributions SPD, following public consultation, can be summarised as follows:

- General minor changes including change of textual references administrative changes to the National Planning Policy Framework 2023, updated Planning Practice Guidance, and the Community Infrastructure Regulation 2010 (as amended).
- Amended paragraph to reflect proposed CIL Draft Charging Schedule and the introduction of a new charge on industrial development (note: the CIL Draft Charging Schedule is out to public consultation from January to February 2025, ahead of Submission to the Secretary of State for Public Examination and likely Adoption in Autumn 2025; the SPD reflects the current CIL rate as of 2020 and notes the likely adopted new CIL rates as of 2025).
- Amended wording to provide clear notification of the requirement to apply an annual updated index inflation on CIL.
- Amended paragraph to reflect education contributions as a whole and now references the Stevenage Cycle Hire Scheme to support the Council's sustainable transport objectives.
- Amended paragraph to reflect the need for wheelchair user dwellings identified in the latest Strategic Housing Market Assessment (SHMA) 2023 and to reflect the proposed Local Plan Partial Review and Update.
- Updates to provide clearer wording on process for project bids.
- Clearer wording relating to if a developer is unable to fulfil obligations towards the Local Employment and Apprenticeships as set out in a Section 106 agreement, due to time constraints.
- General changes to ongoing costs of the brokerage system to fill apprenticeship positions, administrative fees, monitoring and allocation of Local Training Funds.

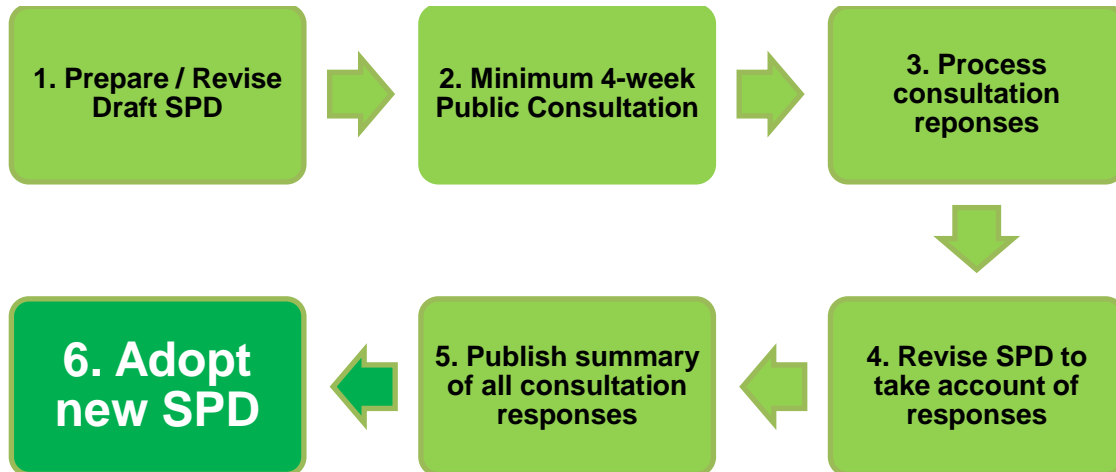
### ***Design Guidance SPD – final changes since public consultation***

7.14 Amendments to the Design Guidance SPD, following public consultation, can be summarised as follows:

- Various minor changes to refer to more up-to-date evidence documents and other relevant guidance.
- Various minor changes to provide clarity and correct typos.

## 8 Next Steps

- 8.1 The procedure to adopt an SPD is set out in the Town and Country Planning (Local Planning) (England) Regulations 2012. The diagram below shows the next steps in the SPD process.



- 8.2 The revised Supplementary Planning Documents will be presented at Cabinet and once approved, can be adopted. The Council is required, for each SPD, to produce an Adoption Statement, to notify the public of the adoption of each SPD.

## Appendix 1 – Responses to the consultation and Stevenage Borough Council response

SBC_Respondent_ID	SBC_commentID	Name	Theme	Proposal	Agreements	Do you have any comments?	SBC_Response
SBC_Res001	001	TFL	No comment on all SPDs	ALL SPDs		Dear Planning Policy Team, Thank you for consulting Transport for London on the above documents. We have no comments that we would wish to make.	Comments and acknowledged and noted
SBC_Res002	002	-	Open Space / Playing Pitches	Developer Contributions SPD	0	For accuracy it is requested that paragraph 8.9 of the SPD is amended to refer to Sport England's Playing Pitch Calculator and Sports Facility Calculator tools <a href="https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=planning_for_sport_guidance">https://www.sportengland.org/guidance-and-support/facilities-and-planning/planning-sport?section=planning_for_sport_guidance</a> rather than Sport England's facility cost data. In practice these calculators are used by Sport England to identify the estimated capital cost of meeting the demand for sports facilities which is used by the Council for informing the level of financial contributions sought from developers.	To be updated
SBC_Res003	003	-	Housing	Developer Contributions SPD	0	<p>1. The paras on affordable contributions should clarify that rent means social not affordable rent. This would be a legitimate clarification of an existing SBC policy HO8 (Affordable housing tenure, mix and design) which requires that at least 70% of the units are for rent, without specifying affordable rent or social rent. Hightown HA request this be clarified to reflect the new government's strong commitment to social rent.</p> <p>2. The SPD says 10% of social rent homes should meet Part M4 (3) as wheelchair user housing, repeating a policy in the Partial Review, which we support. However, the successful delivery of wheelchair homes has to be bespoke. In that regard, we request that the SPD itself and the standard terms of the s106, provide that sales or letting of the 10% wheelchair accessible units should be conditional on SBC identifying nominations pre-handover, and providing funding for any bespoke works.</p> <p>3. Hightown HA objects to bike hire maintenance as s106; it should be CIL. The bike scheme is already in place, and the aim of bike hire is not to mitigate the local impact of new development (the rationale of s106) but a modal shift throughout the community, which is just the job for which CIL was intended NB. There is an error in the draft: The text says payment is needed for developments of 50 plus dwellings, but the table shows a £5000 payment for schemes of 0 to 50 units too. So, it it does remain a s106 contribution, it should be clarified, ie that it does not apply to less than 50 homes.</p>	Comments acknowledged and noted. 1) The SPD is intended to provide guidance on the Partial update of the Local Plan which is being assessed against the NPPF 2023. However, following the Partial Update of the Local Plan further updates will be incorporated at a later stage to the SPDs to align with the NPPF 2024. S106 agreements will continue to be negotiated on a case-by-case basis and, where this involves the provision of socially rented units, in close cooperation with the council's housing officers.

SBC_Res004	004	NHS Property Services	Health	Develop er Contrib utions SPD	<p>General Comments on Health Infrastructure to Support Housing Growth</p> <p>The delivery of new and improved healthcare infrastructure is significantly resource intensive. The NHS as a whole is facing significant constraints in terms of the funding needed to deliver healthcare services, and population growth from new housing development adds further pressure to the system. New development should make a proportionate contribution to funding the healthcare needs arising from new development. Health provision is an integral component of sustainable development – access to essential healthcare services promotes good health outcomes and supports the overall social and economic wellbeing of an area.</p> <p>Residential developments often have very significant impacts in terms of the need for additional primary healthcare provision for future residents. Given health infrastructure’s strategic importance to supporting housing growth and sustainable development, it should be considered at the forefront of priorities for infrastructure delivery. The ability to continually review the healthcare estate, optimise land use, and deliver health services from modern facilities is crucial. The health estate must be supported to develop, modernise, or be protected in line with integrated NHS strategies. Planning policies should enable the delivery of essential healthcare infrastructure and be prepared in consultation with the NHS to ensure they help deliver estate transformation. Our detailed comments set out below are focused on ensuring that the needs of the health service are embedded into the SPD in a way that supports sustainable growth.</p>	<p>Comments noted and acknowledged. There are instances where new development will give rise to a need for new healthcare infrastructure. Where this is the case, the council will seek advice from the NHS and secure appropriate contributions through S106 agreements. Paragraph 9.4, 9.5, 9.6 deleted to reflect this</p>
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SBC_Res004	005	NHS Property Services	Health	Develop er Contrib utions SPD	<p>Section 9.3 – 9.6 NHS GP Surgeries</p> <p>Draft Section 9.3 sets out the overarching approach for how residential development, where this causes in demand for the health service, are expected to provide contributions to mitigate site-specific impacts. In areas of significant housing growth, appropriate funding must be consistently leveraged through developer contributions for health and care services to mitigate the direct impact of growing demand from new housing. Additionally, the significant cumulative impact of smaller housing growth and the need for mitigation must also be considered by the Plan.</p> <p>We also emphasise the importance of effective implementation mechanisms so that healthcare infrastructure is delivered alongside new development, especially for primary healthcare services as these are the most directly impacted by population growth associated with new development. The NHS, Council and other partners must work together to forecast the health infrastructure and related delivery costs required to support the projected growth and development across the Local Plan area. NHSPS recommend that the SPD have a specific section in the document that sets out the process to determine the appropriate form of developer contributions to health infrastructure. This would ensure that the assessment of existing healthcare infrastructure is robust, and that mitigation options secured align with NHS requirements.</p> <p>The SPD should emphasise that the NHS and its partners will need to work with the Council in the formulation of appropriate mitigation measures. NHSPS recommends that the Council engage with the relevant Integrated Care Board (ICB) regarding the process for determining the appropriate form of contribution towards the provision of healthcare infrastructure where this is justified. As a starting point, we suggest the following process:</p> <ul style="list-style-type: none"> <li>• Assess the level and type of demand generated by the proposal.</li> <li>• Work with the ICB to understand the capacity of existing healthcare infrastructure and the likely impact of the proposals on healthcare infrastructure capacity in the locality.</li> <li>• Identify appropriate options to increase capacity to accommodate the additional service requirements and the associated capital costs of delivery.</li> <li>• Identify the appropriate form of developer contributions.</li> </ul> <p>Healthcare providers should have flexibility in determining the most appropriate means of meeting the relevant healthcare needs arising from a new development. Where new development creates a demand for health services that cannot be supported by incremental extension or internal modification of existing facilities, this means the provision of new purpose-built healthcare infrastructure will be required to provide sustainable health services. Options should enable financial contributions, new-on-site healthcare infrastructure, free land/infrastructure/property, or a combination of these. It should be emphasised that the NHS and its partners will need to work with the Council in the formulation of appropriate mitigation measures.</p>	<p>Comments noted and acknowledged. There are instances where new development will give rise to a need for new healthcare infrastructure. Where this is the case, the council will seek advice from the NHS and secure appropriate contributions through S106 agreements.</p>
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SBC_Res005	006	Natural England	<a href="#">No comment</a>	Developer Contributions SPD	<p>Whilst we welcome this opportunity to give our views, Natural England have no comments to make on this occasion. Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.</p> <p>Strategic Environmental Assessment/Habitats Regulations Assessment A SPD requires a Strategic Environmental Assessment only in exceptional circumstances as set out in the Planning Practice Guidance here. While SPDs are unlikely to give rise to likely significant effects on European Sites, they should be considered as a plan under the Habitats Regulations in the same way as any other plan or project. If your SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, you are required to consult us at certain stages as set out in the Planning Practice Guidance.</p>	Comments and acknowledged and noted
SBC_Res006	007	HCC Public Health	General	Developer Contributions SPD	<p>General Comments HCC Public Health seeks to support District and Borough Councils in the development of their SPDs by providing consultation feedback to ensure that they comply with national and local policy, whilst also improving the health and wellbeing of Hertfordshire residents.</p> <p>We welcome the introduction of the Developer Contributions SPD which sets out Stevenage Borough Council's approach to collecting financial contributions from developments to make sure that new developments have an acceptable impact on local infrastructure and communities.</p>	Comments and acknowledged and noted
SBC_Res006	008	HCC Public Health	Affordable Housing	Developer Contributions SPD	<p><u>Affordable Housing</u> - HCC Public Health is pleased to see that the SPD provides guidance on how affordable housing should be provided. We support paragraph 7.5 which states all affordable housing should be indistinguishable from market housing and should be distributed evenly around the development. In addition to this, HCC Public Health recommend that affordable housing should be distributed in a way which ensures that access to key facilities such as schools, local shops and open space is equivalent to that provided for market homes.</p> <p>We are pleased to see that the draft Developer Contributions SPD has included a high threshold for providing accessible housing with 90% of socially rented houses should be built to M4(2) standard for accessible and adaptable housing and a further 10% built to M4(3) standard for wheelchair user housing. HCC Public Health recommends that affordable housing should be secured through S106 agreements.</p>	Comments and acknowledged and noted
SBC_Res006	009	HCC Public Health	Open Space	Developer Contributions SPD	<p>Open Space We are pleased to see guidance on developer contributions for open spaces for off-setting open space that cannot be delivered on site through s106 contributions. HCC Public Health recommends, where possible, open space should be delivered on site to provide accessible green spaces in new communities. This will encourage residents to be more active and provide a space for social interaction. HCC Public Health recommend that the need for specific types of open spaces should be evidenced through open space assessments, and where possible new open spaces should be multifunctional and inclusive to attract more users.</p>	Comments and acknowledged and noted

SBC_Res006	010	HCC Public Health	Sports provision	Developer Contributions SPD	<p>Sport Provision HCC Public Health supports the draft Developer Contribution SPD's approach to securing sport facilities on and off-site through financial agreements and contributions. We are pleased to see that advice from Sport England will be sought to determine appropriate projects and Sport England's Facility Cost Calculator will be used to identify costs. HCC Public Health recommend that the need for sport facilities should also be determined by up-to-date sport assessments. We support the inclusion of Community Use Agreements to allow public use of sport facilities on sites, this will increase accessibility and encourage more users to participate in sport.</p>	Comments and acknowledged and noted
SBC_Res006	011	HCC Public Health	GP Surgeries	Developer Contributions SPD	<p>NHS GP Surgeries We are pleased to see Stevenage Borough Council have considered the impact population growth will have on NHS GP surgeries within Stevenage. The Local Plan requires strategic sites to provide a GP surgery, subject to engagement with the NHS. It is a reasonable approach that if the NHS does not require a GP surgery on the site, financial contributions are required to increase/improve capacity elsewhere in Stevenage. HCC Public Health recommends that if this is the case, a hierarchy approach should be adopted where financial contributions should go towards nearby GP surgeries to help manage the influx of new patients. If the nearby GP surgery has the capacity to meet the population growth, the money should go towards other GP surgeries in Stevenage.</p> <p>We would like Stevenage Borough Council to consider health contributions towards other services such as mental healthcare and community healthcare as well as GP services in the Developer Contributions SPD.</p>	Comments and acknowledged and noted
SBC_Res006	012	HCC Public Health	Public Realm	Developer Contributions SPD	<p>Public Realm HCC Supports the principle of collecting financial contributions to improve the public realm. We are pleased to see that Stevenage Borough Council have considered the impact the population growth will have on the public realm, and they have highlighted the importance of cycle parking spaces, signs and toilets. If the Council needs any assistance in understanding how to improve the public realm, the Healthy Places team can provide support and guidance on the Healthy Streets approach.</p>	Comments and acknowledged and noted
SBC_Res006	013	HCC Public Health	Local Employment	Developer Contributions SPD	<p>Local Employment We support the SPD's ambition to create local employment opportunities. We are pleased to see that Stevenage Borough Council are placing planning conditions to require developers to attempt to fill 5% to 10% of construction jobs and one apprenticeship position per ten construction jobs with Stevenage residents. This will have a positive impact on the local economy and education.</p>	Comments and acknowledged and noted
SBC_Res006	014	HCC Public Health	Car Pools	Developer Contributions SPD	<p>Carpooling Clubs HCC Public Health supports the inclusion of carpooling clubs to reduce the need for private car ownership through s106 agreements.</p>	Comments and acknowledged and noted

SBC_Res006	015	HCC Public Health	Active Travel	Developer Contributions SPD	<p>Active Travel</p> <p>We are pleased to see the Developer Contributions SPD refers to HCC Local Transport Plan to promote a modal shift towards active travel. We support the inclusion of walking and cycling routes, considering pedestrians with disabilities, elderly, and children.</p> <p>We support financial contributions towards Stevenage's cycle hire scheme to improve the cycling network across Stevenage.</p> <p>We are pleased travel plans are required for developments meeting the threshold in HCC's Travel Plan Guidance 2020.</p> <p>We recommend the checklist in the Active Design guidance should be used for informing the design and consideration of the planning application e.g., as part of the Health Impact Assessment or Design and Access Statement. The planning authority may wish to consider this by way of a condition to request details to be submitted and approved which demonstrate how promoting physical activity has been considered in the design and layout of the development.</p>	Comments and acknowledged and noted
SBC_Res006	016	HCC Public Health	Air Quality	Developer Contributions SPD	<p>Improving air quality</p> <p>The Draft Developer Contribution SPD does not include information on improving air quality. HCC Public Health recommends that Stevenage Borough Council should consider implementing conditions such as air pollution modelling and air quality impact assessments for major developments to ensure that appropriate mitigation through financial contributions is in place to prevent potential adverse impacts. Financial contributions sought from new developments should go towards improving air quality within or around the new development to mitigate any immediate harm.</p> <p>HCC Public Health recommends that developments consider alternative methods to reduce emissions through planning conditions and financial contributions such as: public transport and car sharing, traffic management, appropriate parking standards.</p> <p>HCC Public Health recommends planning conditions that require soft landscaping to be included within new developments to reduce air pollution from vehicle emissions.</p>	Comments and acknowledged and noted. Please share evidence to this effect for the Council to review.
SBC_Res006	017	HCC Public Health	Climate Change	Developer Contributions SPD	<p>Climate Change</p> <p>HCC Public Health would like Stevenage Borough Council to consider Developer Contributions to support Climate Change adaption and mitigation in line with Stevenage Borough Council Local Plan Policy SP11. We recommend The Hertfordshire Renewable and Low Carbon Energy Technical Study should be used when considering energy opportunity areas in Stevenage</p>	Comments acknowledged and noted. Climate Change has been considered as part of the Local Plan Partial update.
SBC_Res006	018	HCC Public Health	Health Impact Assessments	Developer Contributions SPD	<p>Health Impact Assessments</p> <p>We recommend the inclusion of a HIA policy in the Developer Contributions SPD to ensure that new major developments are not creating any health inequalities. Although there is no formal policy requirement in the Stevenage Local Plan for a HIA, the recommendation of a HIA in the Developer Contribution SPD could be linked to Local Plan Policy SP2: Sustainable Development in Stevenage which seeks to reduce deprivation and improve quality of life</p>	Comments and acknowledged and noted

SBC_Res006	019	HCC - Growth and Infrastructure Unit	General	Developer Contributions SPD	<p>4.2, page 9 - The list of HCC services would be better to refer to Youth Services as Service for Young People (and therefore throughout).</p> <p>4.3, page 9 – It would be best to direct developers/applicants to the relevant HCC Guide to Developer Infrastructure Contributions in the first instance as opposed to the Growth email inbox. This Guide has been recently updated (November 2024).</p> <p>4.7 page 11 – Please define what is meant by minor developments as it would assist to clarify which sites are more suitable for seeking developer contributions towards.</p> <p>Paragraph 9.11 on page 21 needs amending as follows; With the Town Centre regeneration and many private schemes being proposed and brought forward in the area, a new demand for education is being created. Land for a 2-Form Entry primary school is being provided within the Town Centre. It is proposed that this facility will be used to meet the needs arising from of the majority of new developments in the surrounding area, not just the Town Centre (as defined in the Local Plan) in light of the anticipated yield arising from the scale of development and the lack of ability of existing local schools to expand due to identified site constraints. This is because of the lack of alternative schools nearby, the lack of future capacity within these schools and in the wider area, and also the lack of ability for those schools to expand due to constraints on-site as identified by HCC.</p>	Comments and acknowledged and noted. 4.2 Page 9 updated to reflect Services for Young People and link to HCC Planning obligations and developer infrastructure contributions.
SBC_Res006	020	HCC - Historic Environment	Historic Environment	Developer Contributions SPD	<p>Historic Environment Policy SP5: Infrastructure, a1 “Cultural facilities” should include museums and appropriate long term storage. This is important not just as a resource for the people of Stevenage but because public dissemination and storage is a requirement of the NPPF and any archaeological investigations carried out to discharge planning applications in the Borough will include archaeological archives. In addition facilities such as information boards, public displays of archaeological finds and archaeological information reflected in the design of the public realm might also be appropriate to Sustainable Development as defined by the NPPF, so these should also be included.</p>	Comments and acknowledged and noted

SBC_Res006	021	HCC - Highways	Highways	Developer Contributions SPD	<p>HCC Highways Rights of way § HCC Highways would like to see the Public Rights of Way network recognised in the B&amp;GI Chapter as a contributor to the leisure provision as well as being an asset for Active Travel. The Rights of Way Improvement Plan sets out the needs for the Stevenage Area. As the Town expands, these new routes should be delivered and existing improved to accommodate the recreational needs of the growing population. § 2. Cycling: Add to Evidence Rights of Way Improvement Plan Rights of way   Hertfordshire County Council § 2.3: Identified infrastructure schemes and requirements .....and improvements to existing routes and Rights of Way § 3. Walking: Add to Evidence Rights of Way Improvement Plan - Rights of way   Hertfordshire County Council § 11. Blue and Green Infrastructure: Add to Evidence Rights of Way Improvement Plan - Rights of way   Hertfordshire County Council</p> <p>Travel Plans Page 27, Para 11.14 • A financial contribution will be required through the S106 agreement to cover the costs of evaluating and supporting the Travel Plan. In accordance with the latest published guidance on Travel Plans on HCC website • Link to the HCC Travel Plan Guidance at the bottom of the page is not active. Highways Development Management   Hertfordshire County Council Page 28, Para 11.15 • Travel Plan section says, “Potential mitigation measures should also be set out, costed and indexed within the S106 agreement so that a developer can be obligated to fund mitigation work if HCC’s annual monitoring shows that the objectives of the Travel Plan are not being met by the agreed timescales.” o This outlines the HCC Travel Plan Team’s strategy for the near future to monitor and manage the implementation of the Travel Plan. However, there are no plans for the Travel Plan Team to assume the role of Travel Plan Coordinators soon. The HCC Travel Plan Team is currently in the process of updating their Travel Plan Guidance.</p>	Comments and acknowledged and noted. To be review in future updates.
SBC_Res007	022	National Highways	General	Developer Contributions SPD	<p>Developer Contributions (September 2024) National Highways is aware of the relationship between development planning and the transport network, and we are mindful of the effects that planning decisions may have on the operation of the SRN and associated junctions. We cannot be expected to cater for unconstrained traffic growth generated by new developments, and we therefore encourage policies and proposals which incorporate measures to reduce traffic generation at source and encourage more sustainable travel behaviour. We wish to draw your attention to National Highway’s (2015) document ‘The Strategic Road Network, Planning for the Future: A guide to working with Highways England on planning matters’. This document sets out how National Highways intends to work with local planning authorities and developers to support the preparation of sound documents which enable the delivery of sustainable development. The document indicates that National Highways will review and provide comments on any amendments to local plans proposed by local planning authorities that have the potential to affect any part of the SRN.</p>	Comments and acknowledged and noted

SBC_Res008	023	Stevenage Borough Council - Development Management	General	Developer Contributions SPD		Paragraph 2.3 – Need to refer to paragraph 55 of the NPPF (2023). Fire Hydrants – This is now covered by condition rather than an obligation within a S.106 agreement. So could be removed from the SPD.	Comments and acknowledged and noted. Updated paragraph 9.19.
SBC_Res008	024	Stevenage Borough Council - Development Management	NHS GP Surgeries	Developer Contributions SPD		R (oao University Hospitals Leicester NHS Trust) v Harborough DC [2023] EWHC 263 (Admin) contributions to NHS services in section 106 agreements are deemed to be problematic. This is because they may not comply with the relevant tests under Reg 122 of CIL regs, and, if the benefits of those contributions are considered in the planning balance, may result in an unlawful decision. However, appeal decision APP/J0405/W/24/3339126 (Land at Churchway, Haddenham, Buckinghamshire, HP17 8JX) provides a very helpful illustration as to the scope of the above court judgement (paras. 19 to 22 of the Decision Letter). The inspector found that the section 106 contribution, which was for a defined, identified infrastructure project for primary health care, and whose amount was calculated based on a methodology that considered the number of homes for which planning permission was sought-was lawful under CIL regulations. This is because it was unlike the contribution sought in Harborough DC, which was essentially for funding of secondary health care services. The distinction between funding for services and funding for infrastructure was foreshadowed in Harborough DC and needs to be taken into account when considering healthcare contributions. Given the above, it is evident that healthcare contributions can be sought, providing they are towards an identified infrastructure project rather than just funding secondary health care services. For reference, in the appeal decision, an obligation was sought towards extension / conversion work at the local medical centre i.e. a GP surgery. Therefore, if the NHS are seeking a contribution toward for example extending a GP practice and there is sufficient evidence to justify the contribution in terms of detailed calculations, it appears that we can secure financial obligations based on this appeal decision. However, if they are merely seeking to fund a health care service such as those identified under Harborough DC, then this would not be lawful in this instance.	Comments and acknowledged and noted
SBC_Res008	025	Stevenage Borough Council - Development Management	Secondary Education	Developer Contributions SPD		As the Michaela Secondary School at the Former Barnwell East site is no longer coming forward and thus funding from DfE has been pulled, HCC as Education Authority has started to seek secondary education contributions on certain sites. This is on order to cover the significant funding gap to deliver a new secondary school on the former Barnwell East Site. Consequently, the SPD will need to reflect this new position.	Comments and acknowledged and noted
SBC_Res008	026	Stevenage Borough Council - Development Management	Biodiversity Net Gain	Developer Contributions SPD		The guide could direct developers to the PAS s.106 templates on Biodiversity Net Gain in relation to habitat banks, on-site and off-site obligations (including conservation covenants): <a href="https://www.local.gov.uk/pas/environment/biodiversity-net-gain-bng-local-planning-authorities/pas-biodiversity-net-gain-bng">https://www.local.gov.uk/pas/environment/biodiversity-net-gain-bng-local-planning-authorities/pas-biodiversity-net-gain-bng</a>	Comments and acknowledged and noted

		Management					
SBC_Res008	027	Stevenage Borough Council - Development Management	First Homes	Developer Contributions SPD		If the Council is looking to formally adopt a policy on First Homes, we recommend the eligibility criteria should be set out in the SPD.	Comments and acknowledged and noted
SBC_Res008	028	Stevenage Borough Council - Environmental Services	Evidence Base	Developer Contributions SPD		<p>notes for consideration on the IDP document, within the Green &amp; Blue Infrastructure element:</p> <p>Evidence Base: we now have an updated BAP for 2024-2029  Amenity Tree Management Policy  Cemetery Policy  Green Spaces Strategy – working on this and scheduled to take to Cabinet for approval in June 2025  Tree &amp; Woodland Strategy – working on this and scheduled to take to Cabinet for approval in June 2025</p>	Comments and acknowledged and noted

SBC_Res009	029			Parking SPD	<p>Local Plan -- Parking SPD -- Comment from Cycling UK Stevenage 24/11/24  =====</p> <p>====</p> <p>The new Local Plan Policy SP1: Climate Change now includes: "b. We will require developments to prioritise active travel and public transport by providing the infrastructure necessary to maximise their use."Â</p> <p>There should therefore be significantly more ambition to provide the higher levels of cycle parking needed to promote modal shift from car use to active travel. This should be reflected in the number of cycle spaces required and the actual types of cycle parking infrastructure that are acceptable. All cycle parking must be convenient and accessible for all types of cycle and user.</p> <p>There needs to be more detailed consideration of the needs of different users of cycle parking at each development. Residential developments will have residents themselves, visitors and deliveries.\</p> <p>Non-residential developments will need cycle parking for employees, service users/customers and visitors/deliveries. There needs to be more clarity throughout the document to indicate where statements about "Parking" apply to cycle parking or car parking or both.</p> <p>Quantity of Cycle Parking  -----</p> <p>2.11 Table 6 gives cycle parking standards that entirely match the levels given in section 7.1 of the previous SBC Parking SPD. That states, "Levels were originally set in the SBC Cycling Strategy (2018)". These levels must be reviewed and increased in recognition of the new Local Plan SP1: Policy: Climate Change. They should be at least as high as the minimum numbers given in the LTN 1/20 Cycle Infrastructure Design Guidance 11.3 Table 11-1.\</p> <p>Headings used throughout Table 6 under Development Type, do not match those given in either of the Car Parking standards tables in 2.1 Table 1 and 2.5 Table 3. For consistency, and ease of comparison, the cycle parking standards should be changed to match.</p> <p>Both the cycle parking standards and car parking standards should be based on comparable measures -- they currently are not. For example, for Development type E(e) Medical and health services, the Table 3 car parking standard is based on the number of employees and consulting rooms whereas the Table 6 cycle parking standards are based on numbers of staff.</p> <p>The ratio between the car parking standard and the cycle parking standard should be considered for every development category. For example, B2 General Industry has 1 car parking space per 10 metres squared and 1 cycle parking space for 100 metres squared. This gives only 1 cycle space for 10 car parking spaces which is not in line with the aspirations to promote modal shift to active travel.</p> <p>For all development types, the number of short-term cycle spaces needs to be related to the type of use: customers, visitors, service users, deliveries.</p>	<p>The new SPD is principally intended to make the existing parking standards easier to use rather than to act as a comprehensive update of those standards. Consequently, the standards remain unchanged save for clarifications on how they are to be applied.</p> <p>Detailed design standards are not provided in the SPD because they are provided in HCC's Place and Movement Planning Design Guide. The SPD explicitly refers to this guide on matters of design.</p> <p>The one exception to the above is cycle parking spaces for adapted cycles. These are an entirely new addition to the SPD and detailed design standards have been provided as these are not present in the Place and Movement Design Guide.</p>
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3.28 states "provision should be above the standard is strongly encouraged." Instead of this, there should be a requirement for provision to be higher if a development in any of the Residential or Non-residential accessibility zones TC, 1, 2 or 3 as outlined in 2.4 Table 2 and 2.7 Table 4. If residents living in accessibility zones have lower car ownership levels due to better access to public transport, walkable amenities, and cycling infrastructure, the importance of cycle parking is raised. Cycling may be chosen for a variety of local journeys beyond the town centre or local amenities which may not be convenient to walk or access by public transport.

3.32 states "units which have a private garage do not have to have any separate cycle parking". A garage cannot be counted as a car parking space and cycle parking space(s) unless it is large enough to accommodate both car and cycle parking spaces with additional circulation space. An example of appropriate Garage dimensions can be seen in Figure L1 Appendix L: Car and cycle parking requirements of the Cambridge Local Plan <<https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf>> (see p430 on pdf).

3.62 states, "Developers should also note that much of the town centre is pedestrianised and the council want to avoid cycling in the areas where it is prohibited". This does not recognise the ongoing regeneration of the town centre to include significantly more residential properties. Improvements in permeability and cycle access to the town centre should mean that there is much better connectivity, and this statement is therefore not required.

2.11 Table 6 states that standards for cycle parking do not apply to householder development. This exclusion should not apply if additional bedroom(s) are added eg a loft conversion and/or cycle parking is removed eg a garage conversion. Cycle parking spaces meeting the standards should be provided, even if that householder does not expect to use them.

Cycle Parking specification and location

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The proposed parking SPD does not include any requirements regarding the type of cycle parking beyond a general description of "secure and sheltered". General requirements are useful, but it is essential to provide additional detailed standards. For example, not all two-tier cycle stands are the same. Some two-tier cycle stands are acceptable under conditions while others are not. The right standards will provide the council with tools to help developers deliver cycle facilities that work for all users.

The original SPD states that best practice guidance should be used. The proposed SPD does not. It is important that this is included again. This reference should be to the latest version of a number of specific guidance and standards documents and the latest government guidance. This way cycle parking standards used for planning will stay up to date automatically. Examples of best practice are found in:

- A Guide to Understanding UK Cycle Parking Standards - Turvec, Supported by Sustrans

					<ul style="list-style-type: none"> <li>- LTN 1/20: Cycle Infrastructure Design - Department for Transport</li> <li>- London Cycling Design Standards - Transport for London</li> <li>- Cycle Parking Guide For New Residential Developments - Cambridge City Council</li> <li>- E-cycle and E-scooter Batteries: Managing Fire Risk for Premises - Department for Transport</li> <li>- Highways Place and Movement Planning and Design Guide - Hertfordshire County Council</li> <li>- Residential cycle parking Improving cycle parking for people on a low income or not in employment, Sustrans</li> <li>- Standards for Public Bicycle Parking - Bicycle Association, Sustrans, Secure By Design Official Police Security Initiative</li> </ul> <p>### Location</p> <p>The original SPD mentions that cycle parking must be as close to the entrance as possible, which has been left out of the proposed SPD. This should be reinstated while adding details regarding the different requirements for long- and short-term parking. Different categories of people will need to be considered when providing details. Under residential: residents, visitors, deliveries. Under non-residential: customers/visitors, deliveries.</p> <p>Cycle parking locations should be located at a location that is strategic, accessible, convenient and secure (see LTN 1/20 11.2.3).</p> <p>Cycle parking should be located near to safe cycling routes and must be safely reachable from nearby links to the cycle network without the need for detours. Access routes where needed across a development should be safe and convenient. For example: It should be made explicit that needing to cross a car park without dedicated cycling infrastructure is not acceptable as this is an unsafe environment for cyclists to have to negotiate.</p> <p>More details on the proximity to the destination should be included. For example, for short stay parking the Standards for Public Bicycle Parking (chapter 4) recommends a general rule of 15 metres if it is a single destination and 25 metres for multiples sites. For longer stay parking, 50 metres is recommended. London Cycling Design Standards has adopted these recommendations (see section 8.4.1).</p> <p>Cycle parking should be reachable by cycle as "Proximity of cycle parking is essential for disabled cyclists who might be unable to walk very far" (see LTN 1/20). Especially for commuters and shoppers, cycle parking should be as close to the desired destination as possible and "It is a waste of time and money putting in facilities which are inconvenient to use" (Standards for Public Bicycle Parking, chapter 4).</p> <p>The HCC Highways Place and Movement Planning and Design Guide states that long</p>	
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					<p>stay parking should be sheltered. There are two additional important reasons for providing shelter; when car parking is sheltered and when loading and unloading is likely to occur such as at supermarkets.</p> <p>### Facilities</p> <p>Cycle parking design is vital. Cycle parking facilities that are not usable by potential users render the network unusable for them and whole journeys inaccessible (based on LTN 1/20 4.2.4)</p> <p>*A guide to understanding UK Cycle Parking Standards* provides an excellent overview of best practice with reference to the relevant standards documents.</p> <p>The use of double tier cycle stands should be minimized and alternatives always provided for users who are unable to use these stands and for cycles that will not fit:</p> <ul style="list-style-type: none"> <li>- "Ideally cycles should be wheeled into the cycle parking stand. For some people, any requirement to lift the cycle will make the parking inaccessible." (Standards for Public Bicycle Parking 6.8.1)</li> <li>- "Additional provision for three-wheelers, tandems, recumbents and other "non-standard" cycles should also be provided where two-tier racks are in use." (LTN 1/20 11.4.10)</li> <li>- LTN 1/20 recommends a ceiling height of 2.7m for two-tier stands (11.4.11). It is very important that two tiered racks are designed to utilize this space as some suppliers promise that their double tiered racks are suitable for 2.4m ceiling heights. These stands do not work in practice, which is why the LTN 1/20 recommends a taller ceiling height.</li> <li>- When double tiered racking is part of a developers' plan, it should be required to make clear what exact double tiered racking will be used. (see Highways Place and Movement Planning and Design Guide - Chapter 6 2.1).</li> <li>- While inherently not inclusive for every type of user or bike, it is possible for manufacturers to take some mitigating measures. Developers should explain how their choice of cycle stands complies with the guidance. This should include the motivation for a particular type of double tier stand. (e.g. does it have features that increase the ease of use?)</li> </ul> <p>Vertical and semi-vertical cycle stands without mechanical assistance should never be used due to the lifting requirements. The Standards for Public Bicycle Parking considers them outside of their standards (6.8.3).</p> <p>### Inclusivity</p> <p>A requirement for cycle parking to be inclusive for all types of bikes and users that is present in the original SPD (7.8) has been removed, which is a step backwards. Inclusivity should be a key element and be considered early in design processes. (see LTN 1/20 1.5.4)</p>	
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"Ensuring cycle parking remains accessible to as wide a range of people as possible is a major priority for standards documents. This also has knock-on benefits in accounting for the growth of cargo bikes and Dutch-style 'Bakfiets' bikes, both of which require similarly well-spaced stands." (LTN 1/20, (11.3.2) The encouragement of a modal shift towards deliveries by cargo bike is in line with SBC aspirations to address climate change.

There are many different types of cycles and cycle parking should be able to accommodate these. - "The BA public standards dictate that as well as correct spacing, the access and manoeuvrability within cycle parking facilities should be convenient for all. This includes all cycle types -- cargo bikes, tandems, tricycles, and non-standard bicycles designed for disabled users. " (A guide to understanding UK Cycle Parking Standards and how to follow them, Accessibility section)

Reference should be made to the Standards for Public Bicycle Parking and should be given weight as they capture more detail than we or SBC can provide. Examples of the provided standards are a 50cm maximum height that cycle wheels are required to be lifted, a limit of 105 Newtons of force required from any users during the parking operation.

"Cycle parking must be included in substantial schemes, particularly in city centres, trip generators and (securely) in areas with flats where people cannot store their bikes at home." (LTN 1/20, 1.6 principle 9). For this reason, bike sharing schemes can never be considered a substitute for a private cycle. They generally only include standard e-bicycles, costs can be prohibitive, and possible destinations are limited to the area in which the scheme is operational. Limiting the cycle parking availability due to the presence of a bike sharing scheme will significantly hurt the mobility of people and disproportionately affect vulnerable groups.

### ### Security

Personal sense of safety should be considered under accessibility using factors such as the right location, passive surveillance, lighting (see LTN 1/20 11.2.2). Large isolated cycle parking facilities can, similar to car parks, feel unsafe, making them less accessible to vulnerable groups. Measures should be taken to make them pleasant to use.

Access to common residential cycle parking should be controlled. With every additional person who has access to the space where cycles are parked, security decreases. For large residential developments there should therefore be a limit to how many cycles one space should accommodate. (see for example 4.3.1 of Cycle Parking Guide For New Residential Developments)

Compartmentalisation of larger spaces with additional access control is suggested within larger cycle parking compounds that do not have dedicated security staff. Metal mesh panels are known to be used to create 'cages' in larger spaces as they do not impede the passive surveillance that provides a sense of safety.

In mixed use facilities, a benefit of this approach is that staff cycle parking can be in the

					<p>same space as residential cycle parking without exposing staff to unacceptable risks of cycle theft.</p> <p>The fear of vandalism or theft deters cycling. Cycle parking near shop fronts provides good passive surveillance. More guidance should be provided on mitigating this. (LTN 1/20 1.2.3)</p> <p>Adapted cycles, e-bikes, and tricycles are valuable and more frequently used by vulnerable groups. A lack of secure parking can seriously limit the mobility of members of this group. The parking of these bikes should be a consideration from the start of the design process.</p> <p>### E-bike charging</p> <p>For fire safety reasons e-bike charging facilities should be provided in a way that charging e-bike batteries outside of the residence is encouraged. Fire safety is increased by creating fire-safe charging facilities where cycles are parked (see E-cycle and e-scooter batteries: managing fire risk for premises)</p> <p>The European Cyclist Federation recommends minimum requirements for e-bike charging infrastructure for new residential buildings. Given the increasing popularity of e-bikes in the UK and the hilly character of Stevenage, future-proof development will require e-bike charging facilities.</p> <p># References:</p> <ul style="list-style-type: none"> <li>- [A guide to understanding UK Cycle Parking Standards and how to follow them, Produced by Turvec Supported by Sustrans Published June 2023, Version 1.0.](<a href="https://turvec.com/wp-content/uploads/2023/05/Guide-to-UK-Cycle-Parking-Standards.pdf">https://turvec.com/wp-content/uploads/2023/05/Guide-to-UK-Cycle-Parking-Standards.pdf</a>)</li> <li>- [LTN 1/20, Department for Transport](<a href="https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120">https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120</a>)</li> <li>- [London Cycling Design Standards](<a href="https://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf">https://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf</a>)</li> <li>- [Cycle Parking Guide For New Residential Developments](<a href="https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf">https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf</a>)</li> <li>- [E-cycle and e-scooter batteries: managing fire risk for premises, Department for Transport](<a href="https://www.gov.uk/government/publications/e-cycle-and-e-scooter-batteries-managing-fire-risk-for-premises#managing-premises">https://www.gov.uk/government/publications/e-cycle-and-e-scooter-batteries-managing-fire-risk-for-premises#managing-premises</a>)</li> <li>- [European Cyclist Federation](<a href="https://ecf.com/system/files/EPBD%20Revision%202021%20-%20ECF%20position%20paper%20-%20November%202021%20-%20final.pdf">https://ecf.com/system/files/EPBD%20Revision%202021%20-%20ECF%20position%20paper%20-%20November%202021%20-%20final.pdf</a>)</li> <li>- [Highways Place and Movement Planning and Design Guide - Chapter 6](<a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx</a>)</li> <li>- [Residential cycle parking Improving cycle parking for people on a low income or not</li> </ul>	
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						<p>in employment, Sustrans](<a href="https://www.sustrans.org.uk/media/x4shu4d1/240904-residential-cycle-parking-report-v7_digital_v1b.pdf">https://www.sustrans.org.uk/media/x4shu4d1/240904-residential-cycle-parking-report-v7_digital_v1b.pdf</a>)  - [Standards for Public Bicycle Parking, June 2021 - Bicycle Association, Sustrans, Secure By Design Official Police Security Initiative](<a href="https://bicycleassociation.org.uk/resources/cycle-parking/15/standards-for-public-cycle-parking">https://bicycleassociation.org.uk/resources/cycle-parking/15/standards-for-public-cycle-parking</a>)</p>	
SBC_Res010	030			Parking SPD	0	No	

SBC_Res011	031			Parking SPD	<p>On behalf of the Council's Development Management Team, please see our comments on the Parking SPD below:</p> <p>National Guidance.  In this section of the guide, or within the Appendix, we should make it clear that we have also considered the following as part of our justification:  • BPA Parking Know How Bay Size:  <a href="https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf">https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf</a>  • Cycle Infrastructure LTN1/20.  • Equality Act 2010  • The Chartered Institution of Highways &amp; Transport / Institute of Highways Engineers' Guidance Note on Residential Parking:  <a href="https://www.ciht.org.uk/media/4395/guidance_note_-_residential_parking.pdf">https://www.ciht.org.uk/media/4395/guidance_note_-_residential_parking.pdf</a>  • Institute of Highways Engineers Guidelines for Motorcycling:  <a href="https://www.motorcyclingguidelines.org.uk/wp-content/uploads/2013/08/IHE-Guidelines-for-Motorcycling-Motorcycle-Parking.pdf">https://www.motorcyclingguidelines.org.uk/wp-content/uploads/2013/08/IHE-Guidelines-for-Motorcycling-Motorcycle-Parking.pdf</a>  • Department for Transport Inclusive Mobility:  <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf</a>  • The Highway Code: <a href="https://www.gov.uk/guidance/the-highway-code">https://www.gov.uk/guidance/the-highway-code</a>  Regional Guidance.  We should also be considering Regional Guidance 'England's Economic Heartland: Connection people, Transforming Journeys' which also covers Hertfordshire:  <a href="https://eeh-prod-media.s3.amazonaws.com/documents/Connecting_People_Transforming_Journeys_av.pdf">https://eeh-prod-media.s3.amazonaws.com/documents/Connecting_People_Transforming_Journeys_av.pdf</a>  Local Guidance.  The SPD should also link to the new design guide so they are read in conjunction with each other. In addition, and to demonstrate that guidance aligns with HCC policy, we should also make reference in the opening section of the Guide to HCC's Highways Place and Movement Planning and Design Guide 2024:  <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#designguide">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#designguide</a>  Evidence Base  In terms of evidence, consideration should be given to the BSIP 2024 - <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/public-transport/bus-service-improvements.aspx">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/public-transport/bus-service-improvements.aspx</a>  As part of the BSIP programme, there is a proposal at Lister Hospital, Stevenage, which received high levels of public support following HCC consultation. HCC are proposing to reorganise the bus stops at Lister Hospital and provide better access and facilities to support public transport, walking, wheeling and cycling (See: <a href="https://storymaps.arcgis.com/collections/173d9ffebdf4d47a4643923a6e97e7a?item=3">https://storymaps.arcgis.com/collections/173d9ffebdf4d47a4643923a6e97e7a?item=3</a> ).</p> <p>The Stevenage approach.  The guide also needs to make reference to the Council's Climate Action Plan which</p>	<p>The new SPD is principally intended to make the existing parking standards easier to use rather than to act as a comprehensive update of those standards. Consequently, the standards remain unchanged save for clarifications on how they are to be applied.</p> <p>Detailed design standards are not provided in the SPD because they are provided in HCC's Place and Movement Planning Design Guide. The SPD explicitly refers to this guide on matters of design.</p>
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					<p>also covers transport i.e. the Council is looking to achieve carbon neutrality by 2030. As such, transport choices that individuals make will strongly influence the Council's ability to achieve this target, therefore promoting active travel, shared transport which are to be promoted over the private car:  <a href="https://www.stevenage.gov.uk/environment/climate-change-and-sustainability/stevenage-climate-action-plan">https://www.stevenage.gov.uk/environment/climate-change-and-sustainability/stevenage-climate-action-plan</a></p> <p>In terms of Census data, I think we should look to reference the 2021 data from the ONS: <a href="https://www.ons.gov.uk/visualisations/censuspopulationchange/E07000243/">https://www.ons.gov.uk/visualisations/censuspopulationchange/E07000243/</a> You will see the data shows the town has increased by 6.6% from around 84,000 in 2011 to 89,500 in 2021 and is reflective of the increase for England at 6.6%. You will also note Stevenage is the 7th most densely populated of the East of England's 45 LA areas, with around 25 people living on each football pitch sized area of land. But, being close to London, we are seen as a high growth area with increased migration due to planned development.</p> <p><b>Cycle Parking</b>  The guide could set out that the two-tier racking systems are discouraged, and the preferred solution would be for cycle parking to be within the building footprint. They should also be located in convenient location with step free access and no steep gradient. They should also be well-lit, provide CCTV where required with external areas in covered enclosures.</p> <p>The guide should also set out a parking requirement for non-standard cycles i.e., to provide spaces accessible for cycle types such as recumbents, tricycles, hand cycles, cargo cycles, e-bikes and cycles with trailers. Could also provide images of what are considered acceptable approaches to secure cycle parking:</p> <p>Source: <a href="http://centralbedfordshirecouncil.sharepoint.com/sites/Communications/Websiteandintranet/Forms/AllItems.aspx?id=%2Fsites%2FCommunications%2FWebsiteandintranet%2FWebsiteDocuments%2FPlanning%2FPlanningPolicy%2FSPDs%2FParkingSPD%2FParkingStandardsforNewDevelopments%2Epdf&amp;parent=%2Fsites%2FCommunications%2FWebsiteandintranet%2FWebsiteDocuments%2FPlanning%2FPlanningPolicy%2FSPDs%2FParkingSPD&amp;p=true&amp;ga=1">centralbedfordshirecouncil.sharepoint.com/sites/Communications/Websiteandintranet/Forms/AllItems.aspx?id=%2Fsites%2FCommunications%2FWebsiteandintranet%2FWebsiteDocuments%2FPlanning%2FPlanningPolicy%2FSPDs%2FParkingSPD%2FParkingStandardsforNewDevelopments%2Epdf&amp;parent=%2Fsites%2FCommunications%2FWebsiteandintranet%2FWebsiteDocuments%2FPlanning%2FPlanningPolicy%2FSPDs%2FParkingSPD&amp;p=true&amp;ga=1</a></p> <p><b>Access for bins and cycles</b>  When considering development layout, they should be designed where bins can be stored appropriately and how they can be brought out on collection day. The idea being is that parking spaces should be designed so they do not require a vehicle to be moved on bin collection day. In terms of cycles, consideration should be given to the convenience of those who cycle, help to encourage and promote cycling, it is easily accessible with consideration of allowing storage in front of properties. In addition, plots / driveways will need to be designed so they do not limit accessibility for cyclists.</p> <p><b>Car Club</b>  The SPD should look at promoting the benefits of car clubs / car share schemes. The work undertaken by CoMoUK (See: <a href="https://www.como.org.uk/">https://www.como.org.uk/</a>) identifies that these schemes can really help to reduce the level of parking which is required within development. For reference, one car club vehicle could make up to 32 private cars redundant.</p>	
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SBC_Res012	032			Parking SPD	0	Hightown HA supports the reliance on Part S of the Building Regulations for charge point provision. A separate planning policy is no longer necessary.	Noted
SBC_Res013	033			Parking SPD	0	The idea that cars are going to disappear in the next xx years is a dream a 3 bedroom house may have 5 cars a 1 bedroom flat may have 2 cars you have taken that logic away and assume there will be bikes. You put 6 bags of shopping on a bike or give an old person a half mile walk to the bus stop with bags of shopping a joke all round.	The local plan makes very clear that private cars will continue to play a role in transport for years to come and the Parking SPD reflects this by setting residential car parking standards based on average ownership levels as reported in the 2011 census.
SBC_Res014	034	Natural England	No comment	Parking SPD		Whilst we welcome this opportunity to give our views, Natural England have no comments to make on this occasion. Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.	Noted
SBC_Res006	035	HCC - Children's Services	C2 Care Homes	Parking SPD		C2 Care Homes at 1 parking space per 5 staff seems low. Particularly as staff often work at times where public transport does not (nights).	

SBC_Res006	036	HCC Highway s	Highways	Parking SPD	<p>§ Cycle Parking: How are you defining 1 space? Is it the standard 2 metres by 1 metre? This should be made clearer</p> <p>§ C3 Dwellings (without garage) 1 space per bedroom 1 space per 40 units - why units instead of bedrooms? 1 space per 40 units seems low.</p> <p>§ Paragraph 1.5 to 1.8 – The Parking Standards SPD should be cognisant that a new version of the NPPF is imminent, following consultation in summer 2024, which has significant implications particularly in relation to transport for new developments, and therefore will affect the application of parking standards. In particular, we would highlight the changes made to Paragraph 112:</p> <p>§ ‘appropriate opportunities A vision led approach to promote promoting sustainable transport modes can be – or have been – taken up, given is taken, taking account of the type of development and its location’.</p> <p>§ We would encourage officers to review this drafting and ensure the SPD is being developed in a consistent way to this update.</p> <p>§ Paragraph 1.18 to 1.21 – Whilst we recognise that car club parking and parking for cycle hire can be secured through s106 agreements (and CIL) and masterplans as part of a planning application, it would be helpful to recognise their potential within the Parking Standards SPD, even if not a direct consideration in determining parking levels.</p> <p>§ Paragraph 1.18 – In setting parking standards for new developments in Stevenage, consideration should also be given to the following metrics to avoid overprovision:</p> <ul style="list-style-type: none"> <li>§ · Existing vehicular mode share</li> <li>§ · Existing accessibility (using an accessibility model)</li> <li>§ · Level of access to key facilities from a new site (for example number of key facilities within a 15-minute walk)</li> <li>§ · How much of a development is within 400m of a bus stop with a high frequency service (frequency of every 15 minutes or less)</li> <li>§ · How well a development caters for active travel (walking and cycling)</li> <li>§ · Whether the development site provides for a mobility hub or not</li> </ul> <p>§ Table 6 – It is positive to see that many of the requirements set in this table follow the national recommendation for cycle parking levels shown in LTN 1/20 (Table 11-1). However, a number of areas could be improved:</p> <ul style="list-style-type: none"> <li>§ · As identified in both LTN 1/20 (Table 11-1) and HCC’s Place &amp; Movement Planning Design Guide (Part 3, Chapter 7), a proportion of cycle parking should be allocated for adapted cycles for disabled users. LTN 1/20 recommends this should be 5% of total parking and ideally co-located with disabled car parking.</li> <li>§ · New employment sites should include provision for changing, shower and locker facilities.</li> </ul> <p>§ Appendices - references Stevenage Cycling Strategy (2018) but not LCWIP (2019) - was the Stevenage Cycling Strategy not superseded by the LCWIP?</p>	<p>Spaces are only counted as such if they comply with the design standards in the Place and Movement Planning and Design Guide. This is explicit in the SPD.</p> <p>The standards for short-term cycle parking remain unchanged from the previous version of the SPD. 1 space per 40 units is considered appropriate given that LTN1/20 does not recommend any short-term cycle parking for C3 dwellings.</p> <p>The SPD takes account of all the considerations listed under paragraph 112 of the NPPF 2024.</p> <p>Car club and cycle hire requirements have been removed from the Parking SPD and instead placed in the Developer Contributions SPD. The requirements should only be set out in one document to avoid duplication.</p> <p>These are already taken into consideration. The accessibility zone designation criteria are provided in Appendices 1 and 2. It should also be noted that the standards are only the starting point for assessment and individual site circumstances should always be taken into account.</p> <p>Standards for adapted cycles have now been added to the SPD and employment sites are already required to consider the provision of facilities such as changing, showers, etc.</p> <p>The reference to the SCS has been corrected.</p>
SBC_Res006	037	HCC - Public Health	General	Parking SPD	<p>HCC Public Health seeks to support District and Borough Councils in the development of their SPDs by providing consultation feedback to ensure that they comply with national and local policy, whilst also improving the health and wellbeing of Hertfordshire residents.</p> <p>We welcome the introduction of the Parking SPD which sets out Stevenage Borough Council’s approach to parking standards for new developments</p>	Noted

SBC_Res006	038	HCC - Public Health	Standards	Parking SPD	<p>We are pleased to see that Stevenage Borough Council recognise that on-street parking is a local concern and they are looking to improve parking conditions for new developments. HCC Public Health supports the Council's approach to maximise parking standards for new developments as many developments brought forward in recent years which reduce car parking availability to promote active and public transport, has often resulted in a congested-on street parking scenario. This completely detracts active travel means and utility of the street scene to provide positive infrastructure for a healthy environment fit for future climate, e.g. tree planting provision, seating, shade and shelter, available space for children to play etc. Creating residential parking only through permitting schemes is recommended to control on street parking and avoid congested spaces which remove potential use of space for more productive activity. HCC Public Health request more clarity on the approach taken to set the following parking standards in table 1: We would like to understand the evidence behind providing 1.5 spaces for 2 bedroom and 2.5 spaces for 4+ bedroom houses. It would be helpful to understand the purpose of providing 0.5 space for driveways.</p> <p>In addition, to improve the SPD's clarity, we recommend that standards for housing should state whether these standards apply for homes with garages too.</p>	<p>Noted, although the council's approach is to restrict parking according to accessibility in order to encourage active and public transport. Fewer parking spaces also means more space for landscaping, play spaces etc.</p> <p>The approach to setting the standards and their applicability are explained in the introductory chapter and the chapter on applying the standards.</p>
SBC_Res006	039	HCC - Public Health	Visitor Parking Spaces	Parking SPD	<p>Regarding visitor car parking, we are concerned that residential sites that have unallocated spaces will create issues identified above with on-street parking. HCC Public Health recommends that visitor parking spaces should be included within the parking standards for schemes that have unallocated parking spaces.</p>	<p>The council's approach to visitor parking remains unchanged from the previous version of the SPD. In any event, the suggested approach would be contrary to best practice.</p>
SBC_Res006	040	HCC - Public Health	Residential Accessibility Zones	Parking SPD	<p>HCC Public Health support the creation of accessibility zones which allow for parking space reductions based on areas where residents are less reliant on private car ownership. For clarity, we recommend that more information should be provided for Table 2. Town centre has been abbreviated to TC, which recommend changing to Town Centre to remove any ambiguity. It is also unclear what the percentages represent in the table. The title of the table says it should show parking reductions, but it says the adjusted parking standards should be between 0 to 25% for the town centre. However, we would have thought that there would be a higher reduction of parking spaces in the town centre and surrounding area due to its proximity to Stevenage Train Station and Bus Station. We feel that the way the table is set out creates an opportunity for misjudgement. HCC Public Health would also like more information on how the accessibility zone criteria's have been set as the criteria is different for residential and non-residential accessibility zones.</p>	<p>The layout is largely unchanged from the previous version of the SPD. The designation criteria are set out in Appendices 1 and 2.</p>
SBC_Res006	041	HCC - Public Health	Disabled Parking	Parking SPD	<p>We are pleased to see that disabled parking is included in the draft SPD. We are concerned that the provision of 1 disabled space for workspaces, retail, education, and railway stations is not enough to meet local need.</p>	<p>The standard for disabled parking is 1 space and a percentage of total car parking provision (without any adjustments for accessibility) and a further percentage of enlarged standard spaces.</p>
SBC_Res006	042	HCC - Public Health	Cycle parking	Parking SPD	<p>It is positive to see that cycle parking spaces are also included in the draft Parking SPD. It is interesting to see that most of the cycle parking standards are based on staffing levels of the facility and does not consider people who might want to cycle to the premise to visit the sport facility, medical centre/ hospital, library, or place of worship. The lack of visitor cycle parking spaces will discourage people from cycling to these key facilities. HCC Public Health request visitor levels – especially during peak periods should be considered within the cycle parking standards.</p>	<p>Visitor parking is already accounted for in the form of short-term cycle parking spaces.</p>

SBC_Res006	043	HCC - Public Health	Car Club	Parking SPD	The draft Parking SPD does not set a standard for car club spaces. Public Health recommends that this should be considered within the SPD to make it a consideration for new developments. This would support the implementation of car club schemes in Stevenage.	Car clubs are considered in the Developer Contributions SPD.
SBC_Res007	044	National Highways	General	Parking SPD	National Highways have reviewed the document and agree in principle to the contents however, parking design and allocation a Local Highway Authority matter and therefore we offer no comment.	Noted
SBC_008	045	SBC - Development Management	National Guidance	Parking SPD	<p>In this section of the guide, or within the Appendix, we should make it clear that we have also considered the following as part of our justification:</p> <ul style="list-style-type: none"> <li>. BPA Parking Know How Bay Size: <a href="https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf">https://www.britishparking.co.uk/write/Documents/Library%202016/Bay_Sizes_-_Jul_2016.pdf</a></li> <li>. Cycle Infrastructure LTN1/20.</li> <li>. Equality Act 2010</li> <li>. The Chartered Institution of Highways &amp; Transport / Institute of Highways Engineers– Guidance Note on Residential Parking: <a href="https://www.ciht.org.uk/media/4395/guidance_note_-_residential_parking.pdf">https://www.ciht.org.uk/media/4395/guidance_note_-_residential_parking.pdf</a></li> <li>. Institute of Highways Engineers Guidelines for Motorcycling: <a href="https://www.motorcyclingguidelines.org.uk/wp-content/uploads/2013/08/IHE-Guidelines-for-Motorcycling-Motorcycle-Parking.pdf">https://www.motorcyclingguidelines.org.uk/wp-content/uploads/2013/08/IHE-Guidelines-for-Motorcycling-Motorcycle-Parking.pdf</a></li> <li>. Department for Transport Inclusive Mobility: <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf</a></li> <li>. The Highway Code: <a href="https://www.gov.uk/guidance/the-highway-code">https://www.gov.uk/guidance/the-highway-code</a></li> </ul>	The comments regarding additional guidance and evidence documents are noted. Census 2021 data has not been used because census day was during the COVID-19 pandemic and it is therefore unlikely to be an accurate representation of car ownership levels up to 2031.
SBC_008	046	SBC - Development Management	Regional Guidance	Parking SPD	We should also be considering Regional Guidance – England’s Economic Heartland: Connection people, Transforming Journeys which also covers Hertfordshire: <a href="https://eeh-prod-media.s3.amazonaws.com/documents/Connecting_People_Transforming_Journeys_av.pdf">https://eeh-prod-media.s3.amazonaws.com/documents/Connecting_People_Transforming_Journeys_av.pdf</a>	
SBC_008	047	SBC - Development Management	Local Guidance	Parking SPD	The SPD should also link to the new design guide so they are read in conjunction with each other. In addition, and to demonstrate that guidance aligns with HCC policy, we should also make reference in the opening section of the Guide to HCC’s Highways Place and Movement Planning and Design Guide 2024: <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#designguide">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#designguide</a>	

SBC_008	048	SBC - Development Management	Evidence Base	Parking SPD	In terms of evidence, consideration should be given to the BSIP 2024 - <a href="https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/public-transport/bus-service-improvements.aspx">https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/public-transport/bus-service-improvements.aspx</a> As part of the BSIP programme, there is a proposal at Lister Hospital, Stevenage, which received high levels of public support following HCC consultation. HCC are proposing to reorganise the bus stops at Lister Hospital and provide better access and facilities to support public transport, walking, wheeling and cycling (See: <a href="https://storymaps.arcgis.com/collections/173d9ffebdf4d47a4643923a6e97e7a?item=3">https://storymaps.arcgis.com/collections/173d9ffebdf4d47a4643923a6e97e7a?item=3</a> ).	
SBC_008	049	SBC - Development Management	The Stevenage Approach	Parking SPD	The guide also needs to make reference to the Council's Climate Action Plan which also covers transport i.e. the Council is looking to achieve carbon neutrality by 2030. As such, transport choices that individuals make will strongly influence the Council's ability to achieve this target, therefore promoting active travel, shared transport which are to be promoted over the private car: <a href="https://www.stevenage.gov.uk/environment/climate-change-and-sustainability/stevenage-climate-action-plan">https://www.stevenage.gov.uk/environment/climate-change-and-sustainability/stevenage-climate-action-plan</a> In terms of Census data, I think we should look to reference the 2021 data from the ONS: <a href="https://www.ons.gov.uk/visualisations/censuspopulationchange/E07000243/">https://www.ons.gov.uk/visualisations/censuspopulationchange/E07000243/</a> You will see the data shows the town has increased by 6.6% from around 84,000 in 2011 to 89,500 in 2021 and is reflective of the increase for England at 6.6%. You will also note Stevenage is the 7th most densely populated of the East of England's 45 LA areas, with around 25 people living on each football pitch sized area of land. But, being close to London, we are seen as a high growth area with increased migration due to planned development.	
SBC_008	050	SBC - Development Management	Cycle parking	Parking SPD	The guide could set out that the two-tier racking systems are discouraged, and the preferred solution would be for cycle parking to be within the building footprint. They should also be located in convenient location with step free access and no steep gradient. They should also be well-lit, provide CCTV where required with external areas in covered enclosures. The guide should also set out a parking requirement for non-standard cycles i.e., to provide spaces accessible for cycle types such as recumbents, tricycles, hand cycles, cargo cycles, e-bikes and cycles with trailers. Could also provide images of what are considered acceptable approaches to secure cycle parking:	Agreed. The guide refers to HCC's Place and Movement Planning and Design Guide, which makes clear that two tier racks are generally unacceptable. Standards for adapted cycle parking have also been added to the SPD.
SBC_008	051	SBC - Development Management	Access for bins and cycles	Parking SPD	When considering development layout, they should be designed where bins can be stored appropriately and how they can be brought out on collection day. The idea being is that parking spaces should be designed so they do not require a vehicle to be moved on bin collection day. In terms of cycles, consideration should be given to the convenience of those who cycle, help to encourage and promote cycling, it is easily accessible with consideration of allowing storage in front of properties. In addition, plots / driveways will need to be designed so they do not limit accessibility for cyclists.	Design standards for standard cycle parking spaces are provided in the Place and Movement Planning and Design Guide.
SBC_008	052	SBC - Development Management	Car Club	Parking SPD	The SPD should look at promoting the benefits of car clubs / car share schemes. The work undertaken by CoMoUK (See: <a href="https://www.como.org.uk/">https://www.como.org.uk/</a> ) identifies that these schemes can really help to reduce the level of parking which is required within development. For reference, one car club vehicle could make up to 32 private cars redundant.	Car clubs are considered in the Developer Contributions SPD.

SBC_Res015	053			Stevena ge Design SPD	0	Local Plan " Design Guide " Comment from Cycling UK Stevenage 24/11/24 Part D Movement We welcome D1.1 reference to the "ehierarchy of road users" from HCC LTP 4. We assume this is the Policy 1 Transport User Hierarchy in that document.	Comments noted and acknowledged.
SBC_Res016	054			Stevena ge Design SPD	2	How about committing to include Swift bricks on all new builds in Stevenage. Let's do something to help nature please.	This needs to be implemented as policy rather than guidance and for this reason this needs to as an update to the Local Plan
SBC_Res017	055			Stevena ge Design SPD	1	I suggest including a Swift brick in all new build properties, to create more nest spaces for this iconic species which is in serious decline.	This needs to be implemented as policy rather than guidance and for this reason this needs to as an update to the Local Plan

SBC_Res018	056			Stevenage Design SPD	<p>In summary, section E2 is very welcome, but please consider building-dependent wildlife such as red-listed bird species which inhabit buildings in Stevenage. Therefore, please add: Swift bricks are a universal nest brick for small bird species and should be installed in new developments including extensions, in accordance with best practice guidance such as BS 42021 or CIEEM. Artificial nest cups for house martins may be proposed instead of swift bricks where recommended by an ecologist.</p> <p>Also please add: Existing nest sites for building-dependent species such as swifts and house martins should be protected, as these endangered red-listed species which are present but declining in Stevenage return annually to traditional nest sites. Mitigation should be provided if these nest sites cannot be protected.</p> <p>In more detail for supporting evidence, the reason for this is that nest sites in buildings and bird boxes/ bricks and other species features are excluded from the DEFRA Biodiversity Net Gain metric, so require their own clear policy.</p> <p>The Government's response in March 2023 to the 2022 BNG consultation stated that: "We plan to keep species features, like bat and bird boxes, outside the scope of the biodiversity metric... [and] allow local planning authorities to consider what conditions in relation to those features may be appropriate" (page 27, <a href="https://consult.defra.gov.uk/defra-net-gain-consultation-team/technicalconsultation_biodiversitymetric/">https://consult.defra.gov.uk/defra-net-gain-consultation-team/technicalconsultation_biodiversitymetric/</a>).</p> <p>Swift bricks are the only type of bird box specifically mentioned as valuable to wildlife in national planning guidance, along with bat boxes and hedgehog highways (NPPG Natural Environment 2019 paragraph 023).</p> <p>The National Model Design Code Part 2 Guidance Notes (2021) also recommends bird bricks (Integrating Habitats section on page 25, and Creating Habitats section on page 26).</p> <p>Swift bricks are considered a universal nest brick suitable for a wide range of small bird species including swifts, house sparrows and starlings (e.g. see NHBC Foundation: Biodiversity in New Housing Developments (April 2021) Section 8.1 Nest sites for birds, page 42: <a href="https://www.nhbcfoundation.org/wp-content/uploads/2021/05/S067-NF89-Biodiversity-in-new-housing-developments_FINAL.pdf">https://www.nhbcfoundation.org/wp-content/uploads/2021/05/S067-NF89-Biodiversity-in-new-housing-developments_FINAL.pdf</a> ).</p> <p>Swift bricks are significantly more beneficial than external bird boxes as they are a permanent feature of the building, have zero maintenance requirements, are aesthetically integrated with the design of the building, and have better thermal regulation with future climate change in mind.</p> <p>Therefore, swift bricks should be included in all developments following best-practice guidance (which is available in BS 42021:2022 and from CIEEM (<a href="https://cieem.net/resource/the-swift-a-bird-you-need-to-help/">https://cieem.net/resource/the-swift-a-bird-you-need-to-help/</a>)).</p> <p>The UK Green Building Council (UKGBC) is a membership-led industry network and they have produced a document entitled: "The Nature Recovery &amp; Climate Resilience Playbook" (Version 1.0, November 2022) <a href="https://ukgbc.org/resources/the-nature-recovery-and-climate-resilience-playbook/">https://ukgbc.org/resources/the-nature-recovery-and-climate-resilience-playbook/</a> This document is designed to empower</p>	This needs to be implemented as policy rather than guidance and for this reason this needs to as an update to the Local Plan
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					<p>local authorities and planning officers to enhance climate resilience and better protect nature across their local area, and includes a recommendation (page 77) which reflects guidance throughout this document: "Recommendation: Local planning Authorities should introduce standard planning conditions and policies to deliver low cost/no regret biodiversity enhancement measures in new development as appropriate, such as bee bricks, swift boxes [and bricks] and hedgehog highways."</p> <p>Many local authorities are including detailed swift brick requirements in their guidance, such as Tower Hamlets Local Plan Regulation 19 stage (paragraph 18.72, page 328 - <a href="https://talk.towerhamlets.gov.uk/local-plan">https://talk.towerhamlets.gov.uk/local-plan</a> ),</p> <p>which follows the exemplary swift brick guidance implemented by Brighton &amp; Hove since 2020,</p> <p>and Wiltshire Local Plan Regulation 19 stage, which requires an enhanced number of 2 swift bricks per dwelling (policy 88: Biodiversity in the built environment, page 246 - "As a minimum, the following are required within new proposals: 1. integrate integral bird nest bricks (e.g., swift bricks) at a minimum of two per dwelling;" <a href="https://www.wiltshire.gov.uk/article/8048/Current-consultation-Reg-19">https://www.wiltshire.gov.uk/article/8048/Current-consultation-Reg-19</a> ),</p> <p>and Cotswold District Council are proposing three swift bricks per dwelling in their current Local Plan consultation (Policy EN8 item 6, and paragraph 0.8.4, <a href="https://www.cotswold.gov.uk/planning-and-building/planning-policy/local-plan-update-and-supporting-information/">https://www.cotswold.gov.uk/planning-and-building/planning-policy/local-plan-update-and-supporting-information/</a> ),</p> <p>so such an enhanced level should also be considered.</p>	
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SBC_Res019	057			Stevenage Design SPD	1	<p>Could Stevenage BC please incorporate policies to install swift bricks in all new housing and building works in the interests of biodiversity.</p> <p>Swifts are red listed birds that have declined by more than half in the last twenty years. Swift bricks are a really valuable conservation tool that should be used in new housing to help reverse their decline.</p> <p>Swift bricks last the lifetime of the building and are inconspicuous, simple and inexpensive to install and do not require ongoing maintenance. Swifts are relatively clean birds that take their mess away from the nest and their presence is likely to go largely unnoticed by residents.</p> <p>North East Herts Swift Group. A local group of Swift Conservation (<a href="http://www.swift-conservation.org">www.swift-conservation.org</a>)</p>	<p>This needs to be implemented as policy rather than guidance and for this reason this needs to as an update to the Local Plan</p>
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SBC_Res020	058			Stevenage Design SPD	1	<p>Please consider amendments to Part E: Biodiversity as follows:</p> <p>E2.3 refers to the Biodiversity SPD which is due to be revoked in the near future. It would seem appropriate to remove this reference.</p> <p>However, the document does not reference the upcoming Hertfordshire Local Nature Recovery Strategy, the policies of which will be a material planning consideration.</p> <p>Please therefore consider amending E2.3 to read:</p> <p>"Development proposals should have regard to the Council's Biodiversity Action Plan and the policies contained in the Hertfordshire Local Nature Recovery Strategy"</p> <p>Please also consider a further policy to require integrated Swift bricks in new developments. The new Biodiversity Action Plan includes Action NN2: "SBC policy to see Swift bricks on all new buildings". This is noted as a priority action and the design code biodiversity policies would seem a good place to progress it.</p> <p>Please note that integrated nest boxes form no part of Biodiversity Net Gain, as they are not considered as habitat, and therefore integrated nest boxes are a separate planning consideration from BNG</p> <p>Mandating Swift bricks would amount to a real biodiversity enhancement as they are universal nest bricks, conforming to the British Standard for integrated nest boxes, BS42021, and providing nest cavities for a number of birds including four red-listed species of conservation concern: Swift, House Martin, House Sparrow and Starling.</p> <p>Guidance from both NHBC and RIBA suggests that a ratio of 1:1 Swift bricks per dwelling be provided.</p> <p>Mandating of Swift bricks is already being adopted by other local authorities, notably Brighton and Exeter, and more locally in the St Albans Local Plan, which when adopted will require them to be installed at a ratio of 1:1. This does not mean that there is necessarily a Swift brick on each property on a larger development, but they can be grouped together in optimal locations in accordance with the BS42021 guidance.</p> <p>This could be done by adding a new policy to part E.2. A comprehensive wording could be used:  "Swift bricks shall be installed on all new buildings. For residential developments this shall be at a ratio of 1:1 per dwelling. For non-residential buildings, this shall be in numbers appropriate to the scale of the development. Installation shall be in accordance with the best practice outlined in BS42021"</p> <p>Alternative simpler wordings could also be used such as "Swift bricks shall be installed in all new buildings". This wording would achieve the aims of the priority action set out in the Biodiversity Action Plan.</p> <p>If the council is unwilling to add such a policy mandating Swift bricks, then in the alternative please consider making inclusion of Swift bricks as a similarly worded "best practice" biodiversity policy.</p>	<p>Comments noted and acknowledged. The Council can confirm reference to Biodiversity has now been removed. With regard to the Hertfordshire Local Nature Recovery Strategy, the strategy has yet to be finalised therefore, not appropriate to incorporate into the design SPD at this time. Implementing a requirement for swift bricks would be implemented as policy rather than guidance and for this reason this needs to as an update to the Local Plan</p>
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						<p>The author of these comments would be happy to assist further with any policy wording. I assisted with the drafting of the St Albans Local Plan policy for Swift bricks and am a member of the Swifts Local Network Planning Group.</p>	
SBC_Res021	059			Stevenage Design SPD	0	Yes	Comments noted and acknowledged.

SBC_Res022	060	SBC - Development Management		Stevenage Design SPD	0	<p>On behalf of the Council's Development Management Team, please see our comments below:</p> <p>We welcome the proposed changes to the Design Guide, the current version of the guide is not user friendly, especially given its overall length and generally regurgitates the design criterion set out in the National Design Guide. The proposed updates make the guide easier to use and more legible with clearly defined parameters for what is deemed to be key design principles for development. However, the DM team do have some comments which can help to strengthen some of the key design policies which are set out in the guide. These out in more detail in the following sections of our response to this consultation:</p> <p>Carbon Impact Given the Council's push to be Net Zero by 2030, the guide should flag that construction has a significant carbon impact i.e. approx. 40% of UK total carbon emissions. Therefore, set out importance of development being located in most sustainable locations, potentially consider whole life carbon and how carbon emissions can be reduced and that even small sites, extensions and shop frontages being encourages to consider carbon impact and reduce waste. Can also set out importance of minimising embodied carbon of materials, adopting passive design principles, reduce operational carbon, future proofing and retrofitting buildings to reduce their emissions to net zero equivalent. This can be set out in more detail in Part I as additional narrative.</p> <p>Part B Identity The guide could consider the importance of landmarks i.e. distinctive buildings, structures, natural features, landscaping and artwork, which are all important in create a sense of identity. These should be associated with a place of local or spatial importance such as a street corner, public space or visible within a defined street.</p> <p>Part D movement The guide should also emphasise the importance of servicing development in terms of waste and recycling. These should be attractive, integrated into the streetscape and design to allow easy access for the purposes of collections. They also need to a suitable size to accommodate refuse and recycling containers, must not be visually obtrusive or obstructive. In addition, they should be positioned so they are also easily accessible for the use, set within secure and well ventilated areas. This will also link into H4</p> <p>In regards to car parking, whilst EV charging is covered by Part S, we still want to ensure these are appropriately integrated into a development. In addition, we should also look to encourage car sharing and car clubs as part of any development proposals and such areas be designed into a development where possible. Reference can also be given to the Council's Beryl bike scheme with the possibility of additional bays being provided as part of a development proposal.</p> <p>In terms of cycle parking, I think the guide should set out a need to accommodate a range of cycle requirements for inclusivity purposes. In addition, the guide could also consider how we provide secure storage areas for mobility scooters, especially given the fact we have an ageing population.</p> <p>Part E Nature E2 Biodiversity Consideration as to whether exempt sites, household extensions and other developments can contribute via opportunities for small or micro-scale interventions into a buildings design. This could include bat boxes, swift bricks, green roofs,</p>	<p>Comments noted and acknowledged. The comments are welcomed however, the purpose of this revision is to make the guidance more user friendly rather than to fundamentally alter the requirements placed on developments. The suggestions will be noted and considered for future revisions. In particular on climate change it would not be appropriate to alter these requirements now in light of the fact that the SPD is likely to be adopted before the the Local Plan Partial Update.</p>
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					<p>parking such as recumbents, wheelchair friendly as well as consider cargo bike provision as well.</p> <p>H3 Sunlight</p> <p>Refence should also be given to amenity space provision as well and to ensure development is designed to not cause issues of overshadowing etc.</p> <p>I Resources</p> <p>There appears to be a typo in I1.1 and this sentence should read "considered at the earliest stages".</p> <p>In regard to Energy, would recommend there is also an emphasis on designing in ASHP, especially if communal systems can be delivered. Consideration should also be given to for example solar water heating, electric combi boilers (these do not require oil or gas) as well as underfloor heating systems where possible.</p> <p>Should also try to encourage high airtight construction, consideration of thermal bridging and robust window design along with heat recovery. Whilst we are not introducing a Passivhaus policy, we are trying to get developers to deliver development which exceeds Part L.</p> <p>We could also look to support developments which meet Nabers in terms of the overall environmental performance of buildings (Source: <a href="https://www.nabers.gov.au/about/what-nabers">https://www.nabers.gov.au/about/what-nabers</a>).</p> <p>With regards to I3.3, the Council requirement is 110l per person per day, but would look to encourage development which limits potable water consumption to no more than 105 litres per person per day. This is due to Hertfordshire falling into an area of water scarcity, so will really push for limiting water consumption where possible.</p> <p>In terms of imagery to support the text, the Design Guide could provide good examples of the 10 characteristics. This will help to demonstrate what the Council is trying to achieve with respect to good design.</p> <p>Appendix 1: Residential extensions</p> <p>This section of the guide could include a section on principle i.e. certain alterations and extensions are covered by PD and do not require Planning Permission. The guide could direct readers to the Planning Portal Website, Interactive guide on common projects. But add the following:</p> <p>"If in doubt whether your specific proposal constitutes permitted development you can apply for a certificate of lawfulness".</p> <p>The guide could also sign post to heritage matters i.e., where properties are located in a Conservation Area, where development would normally be allowed under PD are not permissible and require PP (e.g., loft conversions which require dormer windows), consideration should be given to the Design Guide. In addition, they will also need to be signposted to the relevant conservation area management plans for their particular area.</p> <p>In addition, we may also wish to set out that where a building is listed, whilst it may have certain PD rights if they are a residential property, it is a criminal offence to carry out work to statutory listed buildings without the necessary consents. The guide could direct people to Historic England guidance.</p> <p>The Guide could also comprise more images around what is deemed to be acceptable in design terms to make it easy to understand for the reader. See some examples below for reference:</p> <p>Source: <a href="https://royalgreenwichplanning.commonplace.is/en-GB/proposals/urban-design-guide-supplementary-planning-document-spd-consultation/start">https://royalgreenwichplanning.commonplace.is/en-GB/proposals/urban-design-guide-supplementary-planning-document-spd-consultation/start</a></p>	
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Source: <https://www.islington.gov.uk/~media/sharepoint-lists/public-records/planningandbuildingcontrol/publicity/publicconsultation/20162017/20170131islingtonurbandesignguidespdjan2017.pdf>

On Principle HD8: Rear Extensions, we note such extensions could potentially take up a large portion of private amenity space or have an impact on the established grain of development in an area. Therefore, due consideration should be given to require no less than for example 50% of private amenity space should be taken up new extensions.

Furthermore, should we also seek to encourage the use of bird and bat bricks in extensions to help increase BNG?. Emphasis should also be set out that trees also play a key role within the natural / urban landscape and should be protected wherever possible. In addition, some trees are covered by TPO / lie within the Conservation Area. Therefore, to be signposted to Council to check as may require additional consent for works to these trees. Also to set out that due consideration should be given to tree protection etc.

The Guide could also look to encourage the use of green roofs on extensions where possible and to encourage the use of sustainable building materials, construction techniques and re-use existing or reclaimed materials such as reclaimed brick. Also consider energy efficient appliances as part of any build, including ASHPs / Solar panels & battery storage and EV charging points where possible.

Source: <https://james-roofing-hertfordshire.co.uk/>

Source: <https://www.sempergreen.com/en/solutions/green-roofs/types/pitched-green-roof>

With regards to Principle HD9: Side extensions, the guide could also consider what is acceptable for a corner plot in order to protect the character of the street. There are also areas where the boundary splays, so require extensions to stagger rather than follow the splay as it could look awkward and clumsy causing harm to the street.

On Principle HD10: Roof Extensions, the guide could set out a requirement around internal heights if the space is to be used as a bedroom i.e. 2.1m head height across an area of min. 11.5 sqm for double bedroom or 7.5 sq.m for single bedroom. This is to ensure these spaces meet NDSS. Could also provide images of what could be defined as unacceptable roof extensions to the Council.

The guide could also have a section on outbuildings where they need planning permission in terms of consideration given to their design, scale, bulk and height so they do not cause any negative impact in terms of sense of enclosure, overshadowing or result in the loss of amenity. Could also emphasise that any self-contained outbuildings will be classed as new homes and maybe refused planning permission.

Source: <https://royalgreenwichplanning.commonplace.is/en-GB/proposals/urban-design-guide-supplementary-planning-document-spd-consultation/start>  
Appendix 2: Shop frontages

The guide could include a section on non-retail uses to ensure they maintain active frontages. This could include consideration of bringing public function of the operation nearer to the shop front such as reception desk / waiting area to avoid windows being blocked up or obscured as they can create an unpleasant street environment (see the NHS unit on Queensway as an example of this).

SBC_Res023	061			Stevena ge Design SPD	0	Although mention is made of gardens for housing and public realm open space, there is no mention of allotments or community orchard provision, especially for those in flats and other dwellings with no private gardens.	Comments noted and acknowledged. This is covered in the emerging Local Plan Partial update.
SBC_Res024	062			Stevena ge Design SPD	0	<p>The new Guide, which is now heavily prescriptive, has some aspirational or less practical policies that should be best practice, not mandatory.</p> <p>These should be labelled as best practice C1.6 Development proposals should protect views of and from the public realm as far as possible. [Any "where possible" policy surely can't be mandatory] D1.4 Streets should use a grid-type layout, which creates block sites for development. [Too rigid,] D1.15 In places where there is significant demand for cycle storage, provision should be made for basic bike maintenance facilities such as public foot pumps. [Weirdly impractical. Please rely on the common sense of everyday cyclists, of which this writer is one] D2.10 Large development proposals should take a creative approach to car parking, such as undercroft or basement parking, in order to preserve street frontages and use land more effectively. [Expensive examples] D2.13 Where security is a concern, parking should be provided on several storeys. [Multi storey CPs are the least secure; we find the most secure parking is surface level where it is overlooked, and/or passed by pedestrian routes, ie surface level. Suggest delete this requirement] G1.1 Community uses should be co-located wherever possible in order to support linked trips by active travel modes [A "where possible" policy] G1.5 Residential buildings should be designed so that they are capable of being adapted in future e.g. with larger roof spaces and taller floor-to-ceiling heights. [Often impractical, especially with flats; also expensive at a time when we are struggling to deliver ] H1.3 New residential development should be restricted to areas with low ambient noise levels. [Is this compatible with your policy for development in noisy areas, "Residential development proposals should incorporate noise mitigation wherever necessary to make development acceptable."] H2.5 All new flatted developments should incorporate communal amenity space . . . of 10m<sup>2</sup> per unit. [But this is followed by a policy that accepts a lack of communal amenity, thus "Where new flatted developments do not incorporate communal amenity space, private amenity space may be considered as an alternative."] I2.1 Development proposals should incorporate locally sourced materials wherever possible [Where possible cant be mandatory] I2.2 Development proposals should incorporate high thermal mass materials wherever possible. [Ditto] I2.3 Development proposals should incorporate energy efficient appliances and control systems such as motion or light detection wherever possible {Ditto}</p>	Comments acknowledged and note. The design SPD includes guidance on future developments it does not amount to policy therefore, none of this is mandatory.



					<p>I3.2 Development proposals should maximise passive solar gain, with frontages orientated to the south.  [Surely this should be a "where possible" policy. You simply cant align all roofs the same way ]</p> <p>J1.3 Development proposals should consider the changing needs in terms of health and mobility of the user.  [Any "should consider" policy is surely best practice]</p> <p>J1.4 Development proposals should consider the provision of high speed digital connectivity in order to ensure the provision of options and information for education, health, leisure, social interaction, businesses and home working  [Another "should consider" policy]</p> <p>These should be deleted or amended</p> <p>I1.2 New development should utilise the waste heat produced when fuel is burnt to generate electricity through CHP systems. [The CO2 targets in Future Homes and Future Buildings will rule out CHP waste heat, which is best used for existing high carbon homes / buildings]</p> <p>I1.3 Development proposals for individual new dwellings should consider micro-CHP as an alternative to traditional gas boilers.  [Sorry, micro CHP, which relies on burning fossil fuels, is not the alternative to gas boilers, and would not pass in Part L 25, Future Homes. It should no longer be encouraged, as it inevitably emits CO2. Renewables are, literally, cool]</p> <p>The guidance on suicide prevention measures should be restricted to the area within scope of Government guidance, namely public places, not flats. Suggest: Add the word "public" so C.1.5 reads: "Public buildings of 4 storeys or higher with roof access, balconies or ledges should incorporate measures to reduce suicide potential"</p>	
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SBC_Res025	063			Stevena ge Design SPD	<p>0</p> <p>Stevenage SPD " Draft Design Guide Page Section Comment 6 1.17 Thank you very clear and informative 9 CONTEXT A 1.1 Add "Must show how issues regarding crime, disorder, and the fear of crime are to be addressed" I frequently see applications with no mention of these subjects. 10 A1.5 Consider the use of the Police preferred minimum security standard that is Secured by Design (SBD). Research has shown that SBD can have a positive impact on the carbon footprint of a development over its lifetime (Carbon-Cost-of-Crime (6).pdf or Research, Case Studies &amp; Guidance).</p> <p>12 Build Form Be aware of microclimates around tall buildings " strong winds, cold spots etc. 16 D2.3 Consider the use of SBD accredited products see Secured by Design - Secured by Design for details</p> <p>17 D2.10 These must be secure. Under crofts can pose safety risks. D2.13 Short term parking should be on the upper levels as this encourages increased natural surveillance. 18 D2.23 &amp; D 2.24 Add the wording "or suitable, up to date equivalents." Standards evolve and older versions become obsolete. 21 E4.4 Be aware "Living Walls" are high maintenance and can become a safety risk if not maintained properly. 26 H1.1 Consider the use of SBD as this will assist in discharging Building Regulation obligations. 51 &amp; 52 Shutters Consult with the Police Designing Out Crime Officers.</p>	Comments noted and acknowledged. This is covered in the emerging Local Plan Partial update.
SBC_Res026	064			Stevena ge Design SPD	<p>0</p> <p>Built Form: - include requirement for all new buildings to incorporate swift bricks and/or integral nest boxes (BS 42021:2022) - include requirement for fences to include pre-cast hedgehog hole</p> <p>E2.2 Larger development proposals should provide a range of habitats to support a wide range of biodiversity, with regard to the Council's Amenity Tree Management Policy. Also add in Green Spaces Strategy and Biodiversity Action Plan.</p> <p>H4: need to ensure that all developments incorporate safe and adequate access for waste collection vehicles to manouvre.</p> <p>H4.4: I would question why composting needs to be in close proximity to waste storage facilities. I'm not sure that we would want to have communal composting facilities for flat blocks etc as it will be impossible to manage, and in homes residents are likely to want compost bins at the bottom of the back garden</p> <p>Can we require developers to plan for a minimum 19% tree canopy cover?</p>	Comments noted and acknowledged. With reference to swift bricks. This needs to be implemented as policy rather than guidance and for this reason this needs to as an update to the Local Plan. The other suggestions will be considered for future revisions.

SBC_Res027	065			Stevenage Design SPD	0	<p>Within the Developer Contributions (Sept-2024) PDF document section 11.11 it says about improving the cycling and walking for visual impaired. When the street lights were changed from sodium to LED there was a reduction in coverage of lighting and it was not sufficient cover between lampposts. This affected my impaired vision wife who is not now able to see at night. Previously with the old lighting she was able to walk out in the dark where there were lampposts. So I would propose changing the lighting so that we have full cover with overlapping lighting between lampposts. Also when I cycle along Martins Way with the LED lighting I now am not able to see the cycle path properly. With the previous sodium lighting I was able to cycle safely, now if someone say left a brick or obstruction on the path then I would not be able to see it whilst I cycle on the cycle path.</p> <p>Lastly is it possible to please consider funding for a cycle path along Wedgwood Way. The Dixons and Dupont development had buildings developed too close to the road to allow for a cycle path to be fitted. So I would like to please ask for a cycle under pass to be built along this development. I appreciate the costs will be substantial however we need to encourage developers to literally build in cycle paths to their projects.</p>	Comments noted and acknowledged. This is a matter for Hertfordshire County Council as the Local Highway Authority.
SBC_Res028	066			Stevenage Design SPD	0	<p>Get back to basics that the public can see and understand. Stop the verbal garbage</p>	Comments noted and acknowledged.
SBC_Res029	067			Stevenage Design SPD	0	-	Comments noted and acknowledged.
SBC_Res030	068			Stevenage Design SPD	0	<p>You are not talking to the people at the level you need to. Seems like you are not interested really in anyone views it it doesn't suit the council's wants. Poor</p>	Comments noted and acknowledged.
SBC_Res028	069	RPS on behalf of MACE	General	Stevenage Design SPD		<p>contextualisation study of the conservation areas and listed structures, including non-designated heritage assets, would also be important background assessment.</p> <ul style="list-style-type: none"> <li>- The context study should address existing conditions including a historic study, review of mobility, land use and open spaces, including other matters.</li> <li>- The Design Document should have a vision. Its purpose and applicability rely on its ambition.</li> <li>- There is no differentiation between areas. There will be different requirements for more central and suburban / rural areas. This should be reflected in the document. An exploration of the local vernacular of these areas will be key.</li> <li>- It seems counter-intuitive to have a design guide that has no visuals, including artists' impressions and / or precedent images of what represents good design in Stevenage. These types of precedents could represent how to design high density schemes through tall buildings; examples of functional and creative hard and soft landscaping; use of materials and local typology. This would assist in producing a document that is not just practical but is also aspirational.</li> <li>- Precedent images could be used to identify and demonstrate the difference between good and substandard design. Fundamentally, the document should be simple, concise, displaying illustrated design requirements that are visual and numerical.</li> <li>- The draft guidance refers to standards which are broken down into those that are expected to be met and those that represent best practice and will be strongly encouraged. It is considered that this is contrary to the spirit of design coding which</li> </ul>	Comments noted and acknowledged. The Council has already produced conservation area assessments which include conservation areas and locally listed buildings. We recognise that currently there is no differentiation areas, this is something the Council will review as part of a more detailed design coding process in the near future.

						should always provide scope for a flexible application to allow for innovation and creativity. As such it is suggested that there are two standards: those that are expected to be taken into consideration and applied where appropriate, and those that represent good practice and are applied if feasible.	
SBC_Res028	070	RPS on behalf of MACE	Legibility Providing landmark developments at nodal points.	Stevenage Design SPD		It is not always necessary to site landmark / taller buildings at nodal points. The acceptability of a landmark building will be a consequence of many factors and a full contextual and impact assessment could result in these types of building being accepted in different locations. Other acceptable situations should be identified, and the definition of a 'nodal point' should be carefully explained and exemplified.	Comments noted and acknowledged. The Council prefers landmark buildings to be nodal points.
SBC_Res028	071	RPS on behalf of MACE	Applicants should also carry out their own desktop analysis to identify any further site constraints.	Stevenage Design SPD		Suggest the addition of 'and opportunities' after constraints.	Comments noted and acknowledged.
SBC_Res028	072	RPS on behalf of MACE	Buildings should: - Adopt typical building forms of the neighbourhood in	Stevenage Design SPD		This statement does not allow for innovation and creativity. There are many sites, particularly large developments, which can take cues from the surrounding context, or can design and develop a bold new vision, that is complementary to, and / or an improvement to the local vernacular.	Comments noted and acknowledged. The text within the design spd has amended to allow for iterative enhancement to local vernacular.

			which they are situated				
SBC_Res028	073	RPS on behalf of MACE	Development proposals should relate to their neighbouring buildings, 'stepping up' or gradually increasing from one height to another.	Stevenage Design SPD		Flexibility could be incorporated here as there are many good examples (such as mansion blocks) where a consistent height works well in an urban environment and does not look as mechanistic as a stepping up and down formulaic approach.	Comments noted and acknowledged. The text within the design spd has amended to allow for consistent heights.
SBC_Res028	074	RPS on behalf of MACE	Reference to 'especially high quality'.	Stevenage Design SPD		Remove 'especially'. This is superfluous and meaningless.	Comments noted and acknowledged.
SBC_Res028	075	RPS on behalf of MACE	Suicide prevention.	Stevenage Design SPD		It is assumed that this policy relates solely to public spaces and not private balconies in residential developments. This differentiation needs to be made.	Comments noted and acknowledged. The distinction is already made as the design spd refers to guidance for public spaces.
SBC_Res028	076	RPS on behalf of MACE	Developments should have regard to the hierarchy of road users.	Stevenage Design SPD		It would be helpful to provide the hierarchy of road users in this section even if just as a visual.	Comments noted and acknowledged.
SBC_Res028	077	RPS on behalf of MACE	Reference to streets featuring elements of communi	Stevenage Design SPD		This code is not clear in its ambition or execution. It needs to be explained clearly and concisely.	Comments noted and acknowledged.

			ty assets ....				
SBC_Res028	078	RPS on behalf of MACE	References to streets using a grid-type layout.	Stevenage Design SPD		This is a restrictive code and should allow for alternative layouts to be proposed subject to certain conditions.	Comments noted and acknowledged.
SBC_Res028	079	RPS on behalf of MACE	Reference to the Council's Mobility Strategy.	Stevenage Design SPD		Provide information on this strategy.	Comments noted and acknowledged.
SBC_Res028	080	RPS on behalf of MACE	Walking routes should not be alongside busy roads...	Stevenage Design SPD		This code is restrictive. In many instances, direct routes can only be provided alongside busy routes. There are ways in which these routes can be made safer and more inclusive, and they should not be excluded.	Comments noted and acknowledged.
SBC_Res028	081	RPS on behalf of MACE	Provision to be made for public foot pumps...	Stevenage Design SPD		How is significant demand measured to require the provision of the basic bike maintenance facilities. Who will manage and maintain them and how will they be stored?	Comments noted and acknowledged. Significant demand will be assessed on a case by case basis.
SBC_Res028	082	RPS on behalf of MACE	Large developments should take a creative approach to car parking, such as undercroft or basement parking..	Stevenage Design SPD		This is highly unlikely to be a feasible solution for schemes given the viability constraints. More flexibility and joint creative working to find a solution to car parking and maintaining active frontages would be a preferred approach.	Comments noted and acknowledged.
SBC_Res028	083	RPS on behalf of MACE	Provision of Mode 2 or Mode 3 electric vehicle	Stevenage Design SPD		Detail should be provided on these charging points.	Comments noted and acknowledged. Please see Hertfordshire County Council guidance for further information.

			charging points.				
SBC_Res028	084	RPS on behalf of MACE	Street lighting should be decorative	Stevenage Design SPD		This should not be a prescriptive requirement. Include 'where possible'.	Comments noted and acknowledged.
SBC_Res028	085	RPS on behalf of MACE	Residential developments should be designed so that they are capable of being adapted in the future; e.g. larger roof space and taller floor to ceiling height..	Stevenage Design SPD		It cannot be prescribed that a building has to be adaptable. It is sufficient that it meets planning policy and building regulations.	Comments noted and acknowledged.
SBC_Res028	086	RPS on behalf of MACE	New residential development restricted to areas with low ambient noise levels.	Stevenage Design SPD		Define low ambient noise levels.	Comments noted and acknowledged. This will be assessed on a case by case basis with reference to relevant british standards.
SBC_Res028	087	RPS on behalf of MACE	Residential development proposals should	Stevenage Design SPD		The policy recognises that these minimum distances should be achieved unless the design of the new building or the disposition of the windows mitigate against overlooking. This exception should be set out here.	Comments noted and acknowledged.

			comply with the separation distances set out in the local plan.				
SBC_Res028	088	RPS on behalf of MACE	Standards for private gardens.	Stevenage Design SPD		Confirm where the standards are set out in policy and provide for flexibility. Not all successful amenity spaces meet stringent standards.	Comments noted and acknowledged.
SBC_Res028	089	RPS on behalf of MACE	Sets out incorporation of communal amenity space...	Stevenage Design SPD		This policy should be applied flexibly; i.e., 'seek to incorporate'. Information should be provided on how this communal space figures has been arrived at.	Comments noted and acknowledged.
SBC_Res028	090	RPS on behalf of MACE	Reference to including informal sports facilities in new larger employment and community buildings.	Stevenage Design SPD		There should be a definition of 'larger' and this should be a preference not a dictat.	Comments noted and acknowledged.
SBC_Res028	091	RPS on behalf of MACE	Plant and machinery ... or immediately adjacent buildings'	Stevenage Design SPD		Not a complete sentence; language needs to be tightened up.	Comments noted and acknowledged.



SBC_Res029	092	Historic England	Character	Stevenage Design SPD	<p>Having reviewed the documents provided as part of this consultation, we consider that the document sets out a clear suite of design principles that are sound and follow the structure and good practice advice set out in the Government's National Design Guide.</p> <p>However, the new draft SPD underplays the importance of Stevenage's character, context, sense of place and the role it should play in guiding high-quality, locally distinctive design for future development. The loss of Appendix 1, combined with the previous version's removal of the historic environment section, minimises the potential benefits of the new general design principles.</p> <p>NPPF paragraph 132 states 'Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable.' It goes on to say they should also be 'grounded in an understanding and evaluation of each area's defining characteristics'.</p> <p>At present, the SPD could provide greater clarity and guidance to ensure it reflects Stevenage's identity - which itself is not homogenous. Stevenage's character and distinctiveness should be reinforced by a good design guide, rather than apply blanket principles to all areas.</p> <p>Creating a simplified design guide conforming to the National Design Guide principles is good practice. However, this still permits scope for producing a design guide that highlights the particular urban design aspects of character areas of Stevenage. These should be maintained and enhanced through the design of any new structures, reinforcing positive characteristics identified as unique to Stevenage and thus 'provide a local framework for creating beautiful and distinctive places' (NPPF, Para 133)'.  Historic England recommends inclusion of character areas (formerly Appendix 1) to support the guide in explaining to developers, homeowners, businesses and decision makers what makes Stevenage unique as a place. This will enable new development to understand and reinforce the positive local character of Stevenage's character and conservation areas in new design.</p> <p>Enhancing Stevenage's positive character would be particularly opportune in conservation areas which are on the Heritage at Risk Register, such as Broadwater, Town Square, and Rectory Lane and St Nicholas.</p> <p>As a minimum, if the character areas are unlikely to be updated or reinstated into the SPD, we strongly recommend clearer signposting within this version to the character areas and conservation area appraisals within Stevenage.</p>	<p>Comments noted and acknowledged. The character appraisals previously in appendix 1 are unfortunately out of date, and where far too simplistic. The Council will look to produce up to date character appraisals in a future design code. For now, we will rely on the conservation area appraisals.</p>
SBC_Res029	093	Historic England	Illustrations / Examples	Stevenage Design SPD	<p>We note the tabular format intends to make it a simpler to use SPD. We suggest the SPD could be strengthened by the inclusion of additional photographs and drawings within each chapter to help illustrate the principles; for example, this could include images demonstrating high quality detailing; appropriate materiality, local character and good practice etc. The inclusion of these images would also reinforce that this is a design guide for Stevenage.</p>	<p>Comments noted and acknowledged. The Council will look to incorporate photographs / drawings in a future design code.</p>

SBC_Res029	094	Historic England	Format	Stevenage Design SPD	<p>The SPD seeks to minimise replicating existing local policy to create a user-friendly document by signposting to more detailed guidance. These are helpfully listed as policy numbers in the right-hand column.</p> <p>Whilst linking and demonstrating its links to local policy, it is important that the underpinning policies are clear and accessible for your intended audience to access and understand by providing further detailed guidance. For example, Section A1.2 includes the principle 'Respecting existing characteristics and preserving existing features, where appropriate'. The policies underpinning this are SP8 and GD1. We recommend this should also include SP13 (Historic Environment) which subsequently signposts readers to the Local Plan's chapter on Stevenage's history and context (Chapter 2).</p> <p>As a minimum, to ensure that this document is user-friendly, we recommend that these appear as hyperlinks to make searching local plan policies, conservation area appraisals and management plans easier for your intended audience – some of whom may not be experienced in planning policy or process</p>	Comments noted and acknowledged. SP13 has since been added. Hyper links would be impractical.
SBC_Res029	095	Historic England	Good Practice	Stevenage Design SPD	<p>We would encourage looking at examples of good practice design guides which make use of local context, informative illustrations, design as an ongoing process, and webhosting:</p> <p>Somerset and West Taunton Design Guide Essex Design Guide Nottingham Design Quality Framework</p> <p>We suggest consideration could be given to how this guide is presented and whether a traditional document could be improved by exploring a web-based approach on the Council's website, which could enable links to example of good design and how your design guide could encourage the best possible outcomes for Stevenage.</p> <p>We would also refer you to our comments dated 26th October 2022 (ref: PL00756370), in response to the previous Design Guide as this also included a number of additional resources which could also be of use in support of the SPD</p>	Comments noted and acknowledged. The Council will consider the comments for a future design code.
SBC_Res029	096	Historic England	General	Stevenage Design SPD	<p>In summary, we recommend the following:</p> <ul style="list-style-type: none"> <li>• Clearer signposting to local policies and supporting SPD, in particular those relating to character and the historic environment</li> <li>• Inclusion of more images within the chapters to illustrate your principles, and to make it feel Stevenage specific</li> <li>• Ensure referenced policies are easily accessible</li> <li>• Consider how the SPD is presented and used to ensure it is informative, accessible, and illustrative</li> </ul>	Comments noted and acknowledged. The Council will consider the comments for a future design code.
SBC_Res014	097	Natural England	No comment	Stevenage Design SPD	<p>Whilst we welcome this opportunity to give our views, Natural England have no comments to make on this occasion.</p> <p>Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.</p>	Comments noted and acknowledged.

SBC_006	098	HCC - Historic Environment	General	Stevenage Design SPD	<p>We support Policy A1.3 and Policy B, particularly B1.3.</p> <p>We suggest that the historic environment as whole should also be a consideration and as well as the historic built environment also historic street and massing layouts and features such as historic views, landscapes and gardens.</p>	Comments noted and acknowledged.
SBC_006	099	HCC - LLFA	Water Management	Stevenage Design SPD	<p>Water Management section E4 should also include a reference to add that the flood risk Sequential Test and Exception Test should be applied where relevant and that developments should avoid surface water flow paths.</p>	Comments noted and acknowledged. This is referenced within policy itself therefore, the design spd does not need to replicate it.
SBC_006	100	HCC - Highways	General	Stevenage Design SPD	<p>§ No reference to HCC Place &amp; Movement Planning Design Guide or LTN 1/20</p>	Comments noted and acknowledged. Many of these issues are covered within existing / emerging policies and the revised parking spd however, the remaining comments will be considered as part of the Council's future revisions to the spd or the design code.
SBC_006	101	HCC - Highways	Movement	Stevenage Design SPD	<p>§ Cycling infrastructure should consider micromobility in their design, such as e-bikes and e-scooters.</p> <p>§ No mention of LCWIP (Stevenage document adopted in 2019)</p> <p>§ D1.3 - Reference best practice guidance, like Healthy Streets</p> <p>§ D1.7 Development proposals should create places which are easy to get to and from, and easy to travel within, by all modes of transport. Movement on foot or by bicycle should be made as convenient as travelling by car - could the wording here be strengthened? If the attractiveness of a walking or cycle route is on par with cars, then people will generally default to their cars. "Developments should prioritise active travel modes over motor vehicles... etc."</p> <p>§ D2.4 Should this be in the movement section?</p>	Comments noted and acknowledged. Many of these issues are covered within existing / emerging policies and the revised parking spd however, the remaining comments will be considered as part of the Council's future revisions to the spd or the design code.
SBC_006	102	HCC - Highways	Rights of Way	Stevenage Design SPD	<p>§ D1.5: Development proposals should make use of existing infrastructure <b>including Rights of Way</b> to minimise impacts on the environment. They should take account of the existing routes around the site from the initial design stage and improve them where necessary.</p> <p>§ D1.9: Development proposals on the periphery of Stevenage should provide pedestrian and cycle links to connect <b>with and enhance</b> existing public rights of way, allowing residents of new development to easily walk and cycle from the development into the countryside for leisure purposes.</p>	Comments noted and acknowledged. Many of these issues are covered within existing / emerging policies and the revised parking spd however, the remaining comments will be considered as part of the Council's future revisions to the spd or the design code.
SBC_006	103	HCC - Highways	Travel Plans	Stevenage Design SPD	<p>§ The Travel Plan must play a significant role in the design guide for developments that meet the HCC Travel Plan Threshold.</p> <p>§ A1.5: It also needs to regard Healthy Street objection as well.</p> <p>§ D1.2: Healthy Street objection needs to be considered.</p> <p>§ D1.8: The Active Travel Strategy 2024 and the LTP document must also be considered.</p> <p>§ D2.15: Streets should be designed primarily for sustainable modes of transport, rather than accommodating all vehicles, including cars.</p> <p>§ Consider Air Quality</p>	Comments noted and acknowledged. Many of these issues are covered within existing / emerging policies and the revised parking spd however, the remaining comments will be considered as part of the Council's future revisions to the spd or the design code.

SBC_006	104	HCC - Highway s	Electric Cars	Stevena ge Design SPD	<p>§ Electric Vehicle Charging - Reference HCC Electric Vehicle Charging Infrastructure Strategy, EV Siting Criteria (included in EV strategy) and Place and Movement Planning Design Guide, particularly for the installation of any on street chargepoints Electric vehicle charging in Hertfordshire   Hertfordshire County Council</p> <p>§ D2.19 Where <b>public</b> electric vehicle charging points are provided, they should be sited so as to serve the maximum number of users at any one time.</p>	Comments noted and acknowledged. Many of these issues are covered within existing / emerging policies and the revised parking spd however, the remaining comments will be considered as part of the Council's future revisions to the spd or the design code.
SBC_006	105	HCC - Highway s	Play Spaces	Stevena ge Design SPD	<p>§ This section feels a bit brief, suggest adding - Play areas should be welcoming environments, consider diverse needs and cater to a wide range of physical, sensory, and cognitive needs. For example, incorporating sensory play elements for children with sensory processing differences and providing accessible equipment like wheelchair-friendly swings and ramps to allow children with mobility challenges to participate fully.</p> <p>§ Is there a policy requirement for play spaces to be provided based on the size of the development? E.g. Residential development sites of over 0.5ha will be expected to provide play space on site or make a financial contribution...?</p>	Comments noted and acknowledged. Comments will be considered as part of the Council's future revisions to the spd or the design code.
SBC_006	106	HCC - Public Health	General	Stevena ge Design SPD	<p>HCC Public Health seeks to support District and Borough Councils in the development of their SPDs by providing consultation feedback to ensure that they comply with national and local policy, whilst also improving the health and wellbeing of Hertfordshire residents.</p> <p>We welcome the introduction of design standards for all new developments within Stevenage Borough to ensure new developments are well-designed and sustainable.</p> <p>We recommend that Planning Officers refer to the 'Hertfordshire Health and Wellbeing Planning Guidance'1, Public Health England's 'Spatial Planning for Health' evidence resource2, the NHS England 'Putting Health into Place, 10 Principles' Guidance document 2019 and the TCPA's 'Planning for Healthy Places' guidance document 2024. This sets out our expectation in terms of the delivery of healthy development and communities and focusses on the principle of 'designing in' health and wellbeing as an essential part of the planning process. In doing so, this recognises the wider determinants of health as a diverse range of social, economic, and environmental factors which influence people's mental and physical health.</p>	Comments noted and acknowledged

SBC_006	107	HCC - Public Health	Inclusive and Accessible Places	Stevenage Design SPD	<p>HCC Public Health support design standards which promote inclusive and accessible places. We are pleased to see that the draft Design Guide has considered the importance of creating places that local communities and residents can identify with under draft design principle B1.3.</p> <p>HCC Public Health supports draft design principle F1.2 which states that all new public spaces should be designed for use during all seasons and by all members of the community – this is particularly important in Winter, when the darker evenings can deter people from going outside.</p> <p>We welcome the inclusion of draft design principle F1.3 which seeks to include public conveniences, drinking fountains and accessible seating to encourage visits by all groups within the community and to encourage more people to spend time in these spaces.</p> <p>We fully support the inclusion of technologies to help visually impaired people navigate streets in draft design principle D2.16.</p> <p>HCC Public Health supports draft design principle E3.3 which seeks to provide inclusive play spaces in larger developments.</p>	Comments noted and acknowledged
SBC_006	108	HCC - Public Health	Community Safety	Stevenage Design SPD	<p>Crime and fear of crime can deter people from visiting places. Planning can help design out crime by creating places that consider people's safety. Paragraph 96B of the NPPF states that places should be 'safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.'</p> <p>HCC Public Health supports draft design principle C3.3 which encourages active frontages and natural surveillance to build out crime, in accordance with Paragraph 96B of the NPPF.</p> <p>We welcome draft design principle D1.10 which seeks to create safe walking routes in new developments through measures such as shorter walking routes, overlooking and well-lit streets. We also support draft design principle F2.1 and draft design principle F2.4 which considers improving public safety in public spaces and car parking through street lighting.</p> <p>HCC Public Health support draft design principle F2.9 which seeks to provide clear entrances and exits to buildings which are visible and accessible from the street to create an active frontage.</p> <p>We support design principle C1.5 which seeks to include design measures to reduce suicide on taller buildings. We are pleased to see that risk assessment plans are a requirement for taller buildings in accordance with the UK Health Security Agency's Guidance on Preventing Suicides in Public Places 2015.</p>	Comments noted and acknowledged

SBC_006	109	HCC - Public Health	Improving air quality	Stevenage Design SPD	<p>Air pollution has a detrimental impact on health, particularly cardio-respiratory mortality, and morbidity, and has been linked to cancer, childhood and adult asthma and heart disease. The Hertfordshire Health and Wellbeing Planning Guidance (2017) states that new developments should implement measures to improve air quality and locate key facilities and services and vulnerable communities away from traffic hotspots. The Draft SPD should consider implementing a design principle which supports this recommendation.</p> <p>HCC Public Health support draft design principle D2.5 which requires soft landscaping to be included within new developments to reduce air pollution from vehicle emissions.</p> <p>HCC Public Health support measures which reduce vehicle speed and lower car emissions. Draft design principle D2.14 is supported in this manner; however, we would also support traffic calming measures such as speed bumps to reduce car emissions.</p> <p>HCC Public Health recommend a detailed air pollution modelling for major developments to ensure that appropriate mitigation to prevent potential adverse impacts.</p>	Comments noted and acknowledged. Air pollution monitoring needs to be incorporated into policy rather than guidance.
SBC_006	110	HCC - Public Health	Housing & Adaptation	Stevenage Design SPD	<p>We support draft design principle G1.3 which seeks to provide a range of housing types, tenures, and sizes to promote social diversity and social mobility. This design principle does not set a threshold for these, which means this judgement is left to the interpretation of the developer. To avoid any ambiguity, we would recommend elaborating on this design principle to ensure that a mix of housing types, tenures and sizes is achieved in line with housing need.</p> <p>We are pleased to see that the SPD includes a design principle which seeks to provide adaptable housing (draft design principle G1.5), in particular the inclusion of HAPPI design principles for older persons housing under draft design principle G1.6. HCC Public Health supports the lifespan section of the draft SPD, in particular draft design principle J1.3 which seeks to consider the changing lifestyles of residents and mobility.</p> <p>We welcome the inclusion of the Building for Life criteria under draft design principle H1.1 and Government's Technical Housing Standards: nationally described space standards under draft design principle H1.2. In addition to the above, all new housing for older people should investigate options such as Passivhaus and other eco-build designs for specialist older persons housing, to reduce thermal variances and the associated costs, and assist in preventing poor health outcomes in older people.</p> <p>We support draft design principle I3.1 which seeks to maximise natural ventilation, which can be an issue in new developments.</p>	Comments noted and acknowledged. Housing mix, type and tenure is dealt with within planning policy.

SBC_006	111	HCC - Public Health	Active Travel	Stevenage Design SPD	<p>The way places are designed and structured can greatly impact many aspects of health from, mental health, physical health, community resilience, air quality, weight management and obesity to broader social issues like poverty, social isolation, social outcomes, and social attainment.</p> <p>Active infrastructure promotes physical activity, which reduces stress, anxiety, depression, improves cognitive function and academic performance, improves overall wellbeing, reduces the risk of several types of cancer and helps to maintain a healthy weight. In addition, it reduces reliance on cars, lowering traffic-related air pollution. It can also help connect low-income neighborhoods to better job opportunities, education, and essential services.</p> <p>HCC Public Health support design standards which enhance active travel such as walking and cycling. We are pleased to see that safety for active travel has been considered in numerous of ways in the draft SPD. HCC Public Health support draft design principle D1.14 which recommends segregated cycling and walking paths to avoid conflicts between pedestrians and cyclists. We welcome the inclusion of wide crossings on the same level which are well-lit and landscaped under draft design principle D1.16 and in D1.17.</p> <p>HCC Public Health also support the segregated cycle paths to vehicular roads. We are also in support of prioritising public transport in road layouts to reduce travel times and make using public transport more appealing.</p> <p>It is positive to see that the SPD identifies the importance of landmark buildings to help people navigate their journeys in draft design principle C1.3. HCC Public Health also support the inclusion of signs on walking routes to encourage more people to walk. We are pleased to see that the inclusion of seating for new pedestrian and cycle routes include in draft design principle D1.13, this will provide an opportunity for rest. We recommend tree planting to provide shade around seating areas.</p>	Comments noted and acknowledged
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SBC_006	112	HCC - Public Health	Active Travel	Stevenage Design SPD	<p>HCC Public Health welcomes the inclusion of policies which improve movement, active travel and in effect, also air quality/climate change in Part D of the draft SPD. We support draft design principle E1.5, which seeks to integrate new open spaces with existing and proposed active travel routes to encourage people to walk and cycle to open spaces rather than travel by car.</p> <p>We support draft design principle D1.1 which requires development proposals to refer to the Hertfordshire County Council's Local Transport Plan when determining the hierarchy of road users.</p> <p>We support draft design principle D1.3 which requires community assets such as green spaces should be connected by direct routes to key facilities, which are suitable for all types of movement particularly for pedestrians and cyclists. This will encourage more people to walk and cycle. We request that new developments should provide an Active Travel Plan which supports this draft design principle. We also encourage connections to be designed in a way that is inclusive and safe for all users, in particular regard to girls and women, older people and those with disabilities.</p> <p>HCC Public Health strongly recommend that Active Travel Guidance should be incorporated into this design principle as a requirement for all new developments. We recommend the checklist in the Active Design guidance should be used for informing the design and consideration of the planning application e.g., as part of the Health Impact Assessment or Design and Access Statement. The planning authority may wish to consider this by way of a condition to request details to be submitted and approved which demonstrate how promoting physical activity has been considered in the design and layout of the development.</p> <p>Turning to draft design principle D1.7, HCC Public Health is pleased that developments should make travelling by foot or by bicycle as convenient as travelling by car. Draft design principle D1.9 is also supported by HCC Public, which seeks to link pedestrian and cycle links to public rights of way, which increase residents access to the countryside. We are also pleased to see the SPD include a design principle on cycle parking and bike maintenance facilities (draft design principle D1.15 and D2.1) to make cycling a more attractive option than driving. We support draft design principle H2.7 which seeks new employment and community buildings should incorporate cycle parking, lockers, showers and changing rooms to encourage more people to cycle to work.</p> <p>In terms of car parking, draft design principle D2.7 refers to the Council's Parking Provision and Sustainable Transport SPD 2020, which Stevenage Borough Council is looking to update. We would recommend this design principle is updated to reflect that the adopted SPD will be replaced and future proposals for car parking would have to comply with the new Parking SPD.</p> <p>We support draft design principle F1.8 which seeks to create green corridors through soft landscaping in new open spaces</p>	<p>Comments noted and acknowledged. Comments will be considered as part of the Council's future revisions to the spd or the design code.</p>
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SBC_006	113	HCC - Public Health	Climate Change	Stevenage Design SPD	<p>HCC Public Health welcome the inclusion of climate change policies within the draft Design Guide SPD.</p> <p>Draft design principle A1.5 which requests that developments should have regard to climate change at all stages of the development process is welcomed by HCC Public Health. We recommend that this design principle could be strengthened to include that new developments should provide appropriate mitigation against any negative impacts towards climate change and/or health, and this could be identified through an Environmental Impact Assessment and Health Impact Assessment.</p> <p>Policies that require street lighting, should consider impacts towards sky pollution and harm towards wildlife such as bats. We suggest an energy efficient lighting should be incorporated for all street and car park lighting.</p> <p>We are pleased to see design policies on EV charging points for residential homes and employment premises are included within the Draft SPD.</p> <p>We are pleased to see a section in the draft SPD on resources to help mitigate against climate change. We support draft design principle I1.1, I1.2, I1.3 and 12.3 which seeks to reduce energy consumption in new developments. HCC Public Health is supportive of the inclusion of solar energy for new developments.</p>	<p>Comments noted and acknowledged. Comments will be considered as part of the Council's future revisions to the spd or the design code.</p>
SBC_006	114	HCC - Public Health	Healthy Streets	Stevenage Design SPD	<p>HCC Public Health supports draft design principle D1.2. which requires streets to be designed as public and social spaces. We are pleased to see that Stevenage Borough Council have considered the importance of the quality (in terms of design and function) of our streets has our own health and wellbeing. We are pleased that key themes such as walking safely, window shopping and socialising have been included in this draft design principle. HCC Public Health encourage Stevenage Borough Council to include the Healthy Streets within this design principle, which would require new developments to comply with the ten healthy streets principles.</p> <p>This would improve the social, economic, and environmental sustainability through how streets are designed and managed.</p> <p>By including Healthy Streets within the Design Guide SPD, it establishes expectations from the start, with this approach so new developments have clearer air, provide opportunities for cycling and walking and help make communities green, healthier, and more attractive places, so there is a low noise environment, a relaxing environment where people can spend time and have the opportunity to be physical active every day, as part of their everyday routine.</p> <p>With use of a range of free tools for measuring the Healthy Streets Indicators, Developers, designers, and engineers can quantify how street designs affect the 10 Healthy Streets Indicators and generate a quantified score for an existing street or a plan. Other available tools such as the new Development Check can be used in the early stages of planning new streets to ensure the development maximises its Healthy Streets potential.</p> <p>For more information please see: <a href="#">Healthy Streets   Making streets healthy places for everyone</a></p>	<p>Comments noted and acknowledged.</p>

SBC_006	115	HCC - Public Health	Green Infrastructure	Stevenage Design SPD	<p>Green infrastructure refers to multifunctional green space in both urban and rural areas. It can include open spaces, parks and playing fields, woodlands, allotments, private gardens, street trees, and wall and roof planting. Paragraph 96C of the NPPF highlights the importance of safe and accessible green infrastructure in achieving healthy and safe communities. Paragraph 158 of the NPPF also recognises how green infrastructure can mitigate against the impacts of climate change and reduce greenhouse gas emissions.</p> <p>We support the SPD's landscape-led approach to retain and enhance existing green infrastructure in new developments. HCC Public Health welcomes the design principles protecting Stevenage's network of open spaces and green corridors through draft design principle E1.1. Whilst the network of open spaces is important for permeability and encouraging people to be more physically active, it is also beneficial for wildlife to have a connected network for them to move around.</p> <p>We recommend more clarity on what are open space features that new developments should consider in draft design principle E1.2.</p> <p>We support the requirements to make open spaces multi-functional so that they can meet different community needs and the use of signs for wayfinding in draft design principles E1.4 and E1.6 We recommend that there should be an expectation on developers that the provision of open space and green infrastructure should come forward at an early stage of development to encourage healthy, sustainable behaviours from the outset.</p>	Comments noted and acknowledged.
SBC_006	116	HCC - Public Health	Community Assets	Stevenage Design SPD	<p>Local Centres have a key role for the local community. They provide community facilities, shops, services, and a space for social connection that meets the day-to-day needs of residents. Local Centres are often essential for residents that are unable to travel to town centres. Having good access is also important to the Local Centre's vitality and viability. Poor access or perception of poor accessibility will deter residents from using the Local Centre. Paragraph 97E of the NPPF requires community facilities and services are integrated within schemes. To increase accessibility for all residents, HCC Public Health advise that Local Centres should be located as central as possible to encourage residents to cycle and walk to local facilities and improve accessibility in accordance with the HCC Public Health Strategy 2022 – 2027. We support draft design principle G1.1 which seeks to achieve this.</p>	Comments noted and acknowledged.
SBC_006	117	HCC - Public Health	Health Impact Assessments	Stevenage Design SPD	<p>HCC Public Health recommend that a Health Impact Assessment (HIA) should be conducted during the preparation of an SPD to ensure that health and wellbeing are fully considered. This will ensure that the SPD policies optimise health benefits.</p> <p>We also recommend the inclusion of a HIA design principle in the Design Guide to ensure that new major developments are not creating any health inequalities through poor design. Although there is no formal policy requirement in the Stevenage Local Plan for a HIA, the recommendation of a HIA in the Design SPD could be linked to Local Plan Policy SP2: Sustainable Development in Stevenage which seeks to reduce deprivation and improve quality of life.</p>	Comments noted and acknowledged. Comments will be considered as part of the Council's future revisions to the spd or the design code.



## Appendix 2 - Consultees

### *Specific Consultee Bodies and Duty to Cooperate Bodies consulted*

- *The Coal Authority,*
- *The Environment Agency,*
- *Historic England,*
- *The Marine Management Organisation,*
- *Natural England,*
- *Network Rail,*
- *Highways England,*
- *East And North Herts NHS Trust*
- *East and North Herts Clinical Commissioning Group*
- *Communications operators/organisations (including; Mobile Operators Association )*
- *The Homes and Communities Agency*
- *North Hertfordshire District Council*
- *East Hertfordshire District Council*
- *Other Hertfordshire authorities (including; Borough of Broxbourne, Dacorum Borough Council, Hertsmere Borough Council, St Albans City And District Council, Three Rivers District Council, Watford Borough Council, Welwyn Hatfield Borough Council)*
- *Hertfordshire County Council (including Growth & Infrastructure Unit, Public Health, Passenger Transport)*
- *Hertfordshire Highways*
- *Hertfordshire LEP*
- *Parish councils (including; Aston Parish Council, Codicote Parish Council, Datchworth Parish Council, Graveley Parish Council, Knebworth Parish Council, St Ippolyts Parish Council, Walkern Parish Council, Weston Parish Council, Woolmer Green Parish Council, Wymondley Parish Council)*
- *Hertfordshire Constabulary*
- *Anglian Water*
- *Thames Water*
- *Veolia Water Central (VWC)*
- *National Grid*

General consultation bodies/organisations

<i>5th Stevenage Air Scout Group</i>	<i>Broadwater Community Association</i>
<i>Aberdeen Asset Management</i>	<i>Broom Barns JMI</i>
<i>Active4Less</i>	<i>Brown And Lee</i>
<i>Adlington Planning Team</i>	<i>Brown And Lee Chartered Surveyors</i>
<i>Age Concern Stevenage</i>	<i>Buddhist Centre</i>
<i>Ahmadiyya Muslim Association</i>	<i>Building Research Establishment</i>
<i>Aldi Stores</i>	<i>Bus Users Group Stevenage</i>
<i>Aldwyck Housing Association</i>	<i>C.D.Bayles</i>
<i>Almond Hill Junior Mixed School</i>	<i>Campaign for Real Ale</i>
<i>Alzheimer's Society</i>	<i>Campaign For Real Ale Ltd</i>
<i>Anglian Water</i>	<i>Camps Hill Community Primary School</i>
<i>Aragon Land And Planning</i>	<i>Canyon Play Association</i>
<i>Archangel Michael And St Anthony Coptic Orthodox Church</i>	<i>Carers in Hertfordshire</i>
<i>Arriva</i>	<i>Catesby Property Group</i>
<i>Arriva The Shires And Essex Buses</i>	<i>CBRE Ltd.</i>
<i>Ashtree Primary School</i>	<i>Central Bedfordshire UA</i>
<i>Asian Women Group</i>	<i>Centrebus</i>
<i>Association of North Thames Amenity Societies</i>	<i>Chair North Herts Ramblers Group</i>
<i>Aston Parish Council</i>	<i>Chambers Coaches Stevenage Ltd</i>
<i>Aston Village Society</i>	<i>Chells Community Association</i>
<i>Aviva Investors</i>	<i>Chells Manor Community Association</i>
<i>BAA Safeguarding Team</i>	<i>Chells Scout Group</i>
<i>Barclay School</i>	<i>Chelton Radomes</i>
<i>Barker Parry Town Planning</i>	<i>Christadelphian Community</i>
<i>Barnwell School</i>	<i>Churches Together</i>
<i>BEAMS Ltd</i>	<i>Churches Together in Stevenage</i>
<i>Bedwell Community Association</i>	<i>Circle Anglia</i>
<i>Bedwell Primary And Nursery School</i>	<i>Citizens Advice Bureau</i>
<i>Bell Cornwell LLP</i>	<i>Clague Ashford</i>
<i>Bellway (Northern Home Counties)</i>	<i>Codicote Parish Council</i>
<i>Bellway Homes</i>	<i>Colinade Associates Ltd</i>
<i>Bellway Homes Miller Homes</i>	<i>Colliers International</i>
<i>Bellway Homes, Miller Homes &amp; Wheatley Plc</i>	<i>Commercial Estates Group</i>
<i>Bidwells</i>	<i>Connexions Stevenage</i>
<i>Bloor Homes</i>	<i>Cortex</i>
<i>Bloor Homes South Midlands</i>	<i>Costco Wholesale UK Ltd</i>
<i>Borough of Broxbourne</i>	<i>Countryside Management Service</i>
<i>Bragbury End Residents Group</i>	<i>Countryside Properties plc, Stevenage Rugby Club and the Homes and Communities Agency (Cambridge)</i>
<i>Bridge Builders Christian Trust</i>	<i>CPRE Hertfordshire</i>
<i>British Horse Society</i>	<i>Crossroads Care (Hertfordshire North)</i>
<i>Croudace Strategic Ltd</i>	<i>Finishing Publications Ltd</i>

<i>CTC The National Cycling Charity</i>	<i>First Plan</i>
<i>Cycling UK Stevenage</i>	<i>Fitness First Plc</i>
<i>Dacorum Borough Council</i>	<i>Friends of Forster Country</i>
<i>Datchworth Parish Council</i>	<i>Friends of the Earth (Luton)</i>
<i>Davies And Co</i>	<i>Friends Religious Society</i>
<i>Defence Infrastructure Organisation</i>	<i>Friends, Families and Travellers and Traveller Law Reform Project Community Base</i>
<i>Deloitte</i>	<i>Fusion</i>
<i>Department For Business, Innovation and Skills</i>	<i>Gabriel Securities Ltd</i>
<i>Department For Culture Media And Sport</i>	<i>Genesis Housing Group</i>
<i>Department For Environment Food And Rural Affairs</i>	<i>GHM Consultancy Group Ltd (Logic Homes)</i>
<i>Department For Transport Rail Group</i>	<i>Giles Junior School</i>
<i>Design Council</i>	<i>Giles School</i>
<i>Dixons Dispatch Ltd</i>	<i>Glanville</i>
<i>Douglas Drive Senior Citizens Association</i>	<i>Glasgow City Council</i>
<i>DPDS Consulting Group</i>	<i>GlaxoSmithKline</i>
<i>EADS Astrium</i>	<i>Government Equalities Office</i>
<i>East and North Herts Clinical Commissioning Group</i>	<i>Graveley Against SNAP Proposals (GASP)</i>
<i>East and North Herts NHS Trust</i>	<i>Graveley Parish Council</i>
<i>East Coast</i>	<i>Graveley School</i>
<i>East Hertfordshire District Council</i>	<i>Great Ashby Community Council</i>
<i>East Herts District Council</i>	<i>Great Ashby Community Group</i>
<i>East Herts Footpath Society</i>	<i>Great Ashby Community Resource Centre</i>
<i>East of England Ambulance Service</i>	<i>Greene King Plc</i>
<i>East Of England Local Government Association (formerly EERA)</i>	<i>Greenside School</i>
<i>Eastlake Stevenage Limited</i>	<i>Gregory Gray Associates</i>
<i>Endurance estates</i>	<i>Hanover Housing Association</i>
<i>Environment Agency</i>	<i>HAPAS</i>
<i>Epping Forest District Council</i>	<i>Heaton Planning Ltd</i>
<i>Essex County Council</i>	<i>Hermes Real Estate Investment Ltd</i>
<i>Executive</i>	<i>Hertford Road Community Association</i>
<i>F&amp;C REIT Asset Management</i>	<i>Hertfordshire Action on Disability</i>
<i>Fairlands Primary School And Nursery</i>	<i>Hertfordshire Association for the Care and Resettlement of Offenders</i>
<i>Fairlands Valley Sailing Centre</i>	<i>Hertfordshire Association Of Parish And Town Councils</i>
<i>Fairview Road Residents Association</i>	<i>Hertfordshire Association of Parish and Town Councils / Welwyn Hatfield Association of Local Councils</i>
<i>Featherstone Wood Primary School</i>	<i>Hertfordshire Association Of Young People</i>
<i>Fields in Trust</i>	<i>Hertfordshire Biological Records Centre</i>
<i>Hertfordshire Care Trust</i>	<i>Iceni Projects Ltd</i>
<i>Hertfordshire Chamber Of Commerce And Industry</i>	<i>Independent Custody Visitors Scheme</i>

<i>Hertfordshire Constabulary</i>	<i>Intercounty Properties</i>
<i>Hertfordshire County Council</i>	<i>J Young Investments Ltd.</i>
<i>Hertfordshire County Council (Archaeology)</i>	<i>JB Planning Associates</i>
<i>Hertfordshire County Council (Estates)</i>	<i>Jehovah's Witnesses</i>
<i>Hertfordshire County Council (Highways)</i>	<i>John Henry Newman RC School</i>
<i>Hertfordshire County Council Public Health</i>	<i>Jones Day</i>
<i>Hertfordshire Fire And Rescue Service</i>	<i>Jones Lang LaSalle</i>
<i>Hertfordshire Gardens Trust</i>	<i>Kirkwells</i>
<i>Hertfordshire Hearing Advisory Service</i>	<i>Knebworth Estates</i>
<i>Hertfordshire Highways</i>	<i>Knebworth House Education and Preservation Trust</i>
<i>Hertfordshire LEP</i>	<i>Knebworth Parish Council</i>
<i>Hertfordshire Police</i>	<i>Lambert Smith Hampton</i>
<i>Hertfordshire Police Authority</i>	<i>Lodge Farm Primary School</i>
<i>Hertfordshire Police Eastern Area</i>	<i>Lanes New Homes</i>
<i>Hertfordshire Property (HCC)</i>	<i>Langley Parish Meeting</i>
<i>Hertfordshire Society for the Blind</i>	<i>Larwood School</i>
<i>Hertfordshire Stop Smoking Service</i>	<i>Lepus Consulting</i>
<i>Hertfordshire University</i>	<i>Letchmore Infants And Nursery School</i>
<i>Hertfordshire Visual Arts Forum</i>	<i>Letchworth Garden City Heritage Foundation</i>
<i>Herts &amp; Middlesex Wildlife Trust</i>	<i>Leys Primary And Nursery School</i>
<i>Herts Against the Badger Cull</i>	<i>Lincolns Tyre Service Ltd.</i>
<i>Herts and Middlesex Wildlife Trust</i>	<i>Living Streets</i>
<i>Hertsmere Borough Council</i>	<i>London and Cambridge Properties Ltd</i>
<i>Hightown Praetorian Churches Housing Association</i>	<i>London Borough of Barnet</i>
<i>Highways England</i>	<i>London Borough of Enfield</i>
<i>Hill Residential Limited</i>	<i>London Borough of Harrow</i>
<i>HilliersHRW Solicitors LLP</i>	<i>London Gypsies and Travellers Unit</i>
<i>Historic England</i>	<i>Longmeadow Primary School</i>
<i>Hitchin Town Action Group</i>	<i>Lonsdale School</i>
<i>Holy Trinity Church</i>	<i>Luton Borough Council</i>
<i>Home Builders Federation</i>	<i>Marine Management Organisation</i>
<i>Homes And Communities Agency</i>	<i>Marriotts School</i>
<i>Howard Cottage Housing Association</i>	<i>Martin Ingram Opticians</i>
<i>Howard Property Group</i>	<i>Martins Wood Primary School</i>
<i>HSBC Trust Company (UK) Limited</i>	<i>Mayor of London</i>
<i>Hubert C Leach Ltd</i>	<i>MBDA UK Ltd</i>
<i>Mind in Herts</i>	<i>Pin Green Community Centre</i>
<i>MKG Motor Group</i>	<i>Pin Green Residents Association</i>
<i>Moss Bury Primary School</i>	<i>Pin Green Residents Group</i>
<i>MS Society Mid Hertfordshire</i>	<i>Planning Potential Ltd</i>
<i>NaCSBA</i>	<i>Planware Ltd</i>
<i>National Express</i>	<i>Planware Ltd.</i>
<i>National Housing Federation</i>	<i>POhWER</i>

<i>Natural England</i>	<i>Princes Trust</i>
<i>Network Rail</i>	<i>Putterills Of Hertfordshire</i>
<i>NFGLG</i>	<i>Rapleys LLP</i>
<i>NHS East and North Hertfordshire CCG</i>	<i>REACT</i>
<i>North Hertfordshire and Stevenage Green Party</i>	<i>Redrow Homes (Eastern) Ltd</i>
<i>North Hertfordshire College</i>	<i>Redrow Homes Eastern Division</i>
<i>North Hertfordshire District Council</i>	<i>Regional Land Holdings Ltd.</i>
<i>North Hertfordshire Friends Of The Earth</i>	<i>Relate North Hertfordshire And Stevenage</i>
<i>North Hertfordshire People First</i>	<i>Renshaw UK Limited</i>
<i>North Herts &amp; Stevenage Green Party</i>	<i>rg+p Ltd</i>
<i>North Herts and Stevenage Community Learning Disability Team</i>	<i>Richborough Estates</i>
<i>North Herts Homes</i>	<i>Ridgemoor Park Training Centre</i>
<i>North Herts People First</i>	<i>River Beane Restoration Association</i>
<i>North Stevenage Consortium</i>	<i>Road Haulage Association</i>
<i>Odyssey Group Holdings</i>	<i>Roebuck and Marymead Residents Association</i>
<i>Office for Rail Regulation</i>	<i>Roebuck Nursery And Primary School</i>
<i>Old Stevenage Community Association</i>	<i>Round Diamond Primary School</i>
<i>On Behalf Of St. Peter's Church</i>	<i>RPF Developments</i>
<i>Origin Housing Group</i>	<i>RPS Planning and Development Ltd</i>
<i>Oval Community Centre</i>	<i>RSPB</i>
<i>PACE</i>	<i>Sainsbury's Supermarkets Ltd</i>
<i>Paradigm Housing Group</i>	<i>Savills</i>
<i>Passenger Transport Unit, Hertfordshire County Council</i>	<i>Saving North Herts Green Belt</i>
<i>Patient Liaison Group</i>	<i>Secretary of State for Communities</i>
<i>Peacock And Smith</i>	<i>Seebohm Executors</i>
<i>Peartree Spring Junior School</i>	<i>Shephalbury Sports Academy</i>
<i>Pennyroyal Ltd.</i>	<i>Shephall Community Association</i>
<i>Pentangle Design</i>	<i>Shephall Residents Association</i>
<i>Persimmon Homes</i>	<i>Showmen's Guild Of Great Britain</i>
<i>PHD Associates</i>	<i>Simmons And Sons</i>
<i>Physically Handicapped And Able Bodied Club</i>	<i>South East Midlands Local Enterprise Partnership</i>
<i>Picture Ltd</i>	<i>Sport England</i>
<i>Pigeon Investment Management Ltd</i>	<i>Sport Stevenage</i>
<i>Pigeon Land Ltd</i>	<i>Springfield House Community Association</i>
<i>St Albans City And District Council</i>	<i>Thames Water Property</i>
<i>St Ippolyts Parish Council</i>	<i>The Baha'I Community of Stevenage</i>
<i>St Margaret Clitherow RC Primary School</i>	<i>The Campaign for Real Ale</i>
<i>St Nicholas Community Centre</i>	<i>The Coal Authority</i>
<i>St Nicholas School</i>	<i>The Greens &amp; Great Wymondley Residents Association</i>
<i>St Vincent De Paul RC Primary School</i>	<i>The Guinness Trust</i>
<i>St. Nicholas and Martins Wood Residents Association</i>	<i>The Guinness Partnership</i>



<i>Stanhope Plc</i>	<i>The Gypsy Council</i>
<i>STARCOURT CONSTRUCTION LTD</i>	<i>The Hitchin Forum</i>
<i>Stevenage And North Hertfordshire Indian Cultural Society</i>	<i>The Living Room</i>
<i>Stevenage and North Herts Women's Resource Centre</i>	<i>The National Trust</i>
<i>Stevenage Borough Council</i>	<i>The Nobel School</i>
<i>Stevenage Borough Council Transportation Development</i>	<i>The Salvation Army</i>
<i>Stevenage Business Initiative</i>	<i>The Theatres Trust</i>
<i>Stevenage Caribbean and African Association</i>	<i>The Woodland Trust</i>
<i>Stevenage Caribbean And African Association (SCARAFA)</i>	<i>Theatres Trust</i>
<i>Stevenage Cricket Club</i>	<i>Thomas Alleyne School</i>
<i>Stevenage CVS</i>	<i>T-Mobile</i>
<i>Stevenage Depression Alliance</i>	<i>TRACKS (Autism)</i>
<i>Stevenage Haven</i>	<i>Transport for London</i>
<i>Stevenage Irish Network</i>	<i>Trotts Hill Primary And Nursery School</i>
<i>Stevenage League Of Hospital Friends</i>	<i>Troy Planning</i>
<i>Stevenage Mosque</i>	<i>Turley</i>
<i>Stevenage Polish Association</i>	<i>Universities Superannuation Scheme Ltd</i>
<i>Stevenage Quakers</i>	<i>USF Nominees Ltd.</i>
<i>Stevenage Regeneration Ltd.</i>	<i>Veale Associates</i>
<i>Stevenage Sikh Cultural Association</i>	<i>Veolia Water Central (VWC)</i>
<i>Stevenage Town Rugby Club</i>	<i>VEOLIA WATER CENTRAL LIMITED</i>
<i>Stevenage Women's Refuge</i>	<i>Vincent And Gorbing Planning Associates</i>
<i>Stevenage World Forum For Ethnic Minorities</i>	<i>Virgin Media</i>
<i>Stevenage Youth Council</i>	<i>Visit East Anglia</i>
<i>Stewart Ross Associates</i>	<i>Vodafone Ltd</i>
<i>Strutt and Parker LLP</i>	<i>Waitrose Ltd</i>
<i>Symonds Green Community Association</i>	<i>Walkern Parish Council</i>
<i>Taylor Wimpey</i>	<i>Watford Borough Council</i>
<i>Taylor Wimpey / Persimmon</i>	<i>Welwyn Hatfield Borough Council</i>
<i>Terence O'Rourke Ltd</i>	<i>Welwyn Hatfield Council</i>
<i>Thames Water</i>	<i>West Stevenage Consortium</i>
<i>Wheatley Homes Ltd</i>	<i>Weston Parish Council</i>
<i>Willmott Dixon Housing</i>	<i>Wheatley Homes</i>
<i>Wm Morrisons Supermarket Plc</i>	<i>Woolmer Green Parish Council</i>
<i>Women's Link</i>	<i>WPNPF</i>
<i>Woodland Trust</i>	<i>Wymondley Parish Council</i>
<i>Woolenwich Infant And Nursery School</i>	<i>Wyvale Garden Centres Ltd</i>
	<i>Youth Council</i>

*Approximately 600 individuals on the Council consultation register were also consulted.*

## **Appendix 3 – Consultation Publicity**

### **Facebook / Twitter/ Instagram posts**

Example of social media posts to promote the consultation.

**HAVE YOUR SAY...**

**TWO CONSULTATIONS ARE OPEN NOW. HAVE YOUR SAY ON:**

**SUPPLEMENTARY PLANNING DOCUMENTS (SPDS)**

**COMMUNITY INFRASTRUCTURE LEVY PRELIMINARY DRAFT CHARGING SCHEDULE (CIL)**

**FIND OUT MORE AT:**

**[HTTPS://WWW.STEVENAGE.GOV.UK/HAVE-YOUR-SAY/PLANNING-POLICY-CONSULTATIONS](https://www.stevenage.gov.uk/have-your-say/planning-policy-consultations)**

**THE CONSULTATION PERIOD IS OPEN UNTIL 24 NOVEMBER 2024.**

**SCAN ME** 

**Stevenage**  
BOROUGH COUNCIL

## *Appendix 4 – Example of letter and email*

### **Public Consultation on Supplementary Planning Documents (SPDs) and Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule**

Dear Consultee,

The Council is conducting two separate consultations on the following:

- **Supplementary Planning Documents (SPDs) and;**
- **Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule.**

**Both consultations close on the 24 November 2024.**

#### Supplementary Planning Documents (SPDs)

Supplementary Planning Documents support the strategic and detailed policies in the Stevenage Borough Local Plan (SBLP). The SPDs are designed to set out more detail for how development is carried out.

We are consulting on the following SPDs:

- [Stevenage Design Guide \(September 2024\) - PDF](#)
- [Developer Contributions \(September 2024\) - PDF](#)
- [Parking \(September 2024\) - PDF](#)

We have produced a booklet to help explain why we are reviewing them and what specific changes we are making.

- [SPD Booklet](#)

**This consultation closes on 24 November 2024**

To review, comment and find out more on the documents, please visit our consultation website using the link below.

<https://stevenagespds.commonplace.is/>

#### Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a charge that a Local Authority can apply to developers who are constructing additional floorspace. The CIL money that is collected by an authority can be spent on infrastructure which is necessary to support proposed growth in their area. This consultation is your opportunity to have a say on the proposed CIL charges.

The documents to review and assist with your comments are found below:

- [Preliminary Draft Charging Schedule \(PDCS\) \(September 2024\)](#)
- [Stevenage Infrastructure Delivery Plan \(September 2024\)](#)
- [Adopted CIL Charging Schedule \(April 2020\)](#)
- [Stevenage Borough Council Local Plan & CIL Review Viability Assessment](#)

**This consultation closes on 24 November 2024**

To review and comment on the proposed charges, please visit our consultation website using the link below.

<https://stevenagecil.commonplace.is/>

More information on CIL can be found on the council's [Community Infrastructure Levy](#) web page.

### **How to respond**

Responses can be submitted via the website and we welcome your views!

Hard copies of the documents will be available to view at the Council Offices at Daneshill House, the Stevenage Central Library and also the Stevenage Old Town Library.

If you need any further help with consultation, please email us at the address below.

If you do not wish to receive future consultations via email or would like to update your contact details, please let us know.

We look forward to hearing from you.

Kind Regards

Planning Policy Team

**Stevenage Borough Council | Daneshill House,  
Danestrete, Stevenage, Herts SG1 1HN**

[planning.policy\\_SBC@stevenage.gov.uk](mailto:planning.policy_SBC@stevenage.gov.uk)


## Appendix 5 – Response form

Example of a response form to allow consultees to respond via alternatives method.

<p><b>Response Form – Supplementary Planning Documents (SPDs) and Community Infrastructure Levy Preliminary Draft Schedule</b></p> <p><b>Six-week consultation from 14 October to 24 November 2024</b></p> <hr/> <p>The Council is conducting two separate consultations on the following:</p> <ul style="list-style-type: none"> <li>• <b>Supplementary Planning Documents (SPDs) and;</b></li> <li>• <b>Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule.</b></li> </ul> <p style="text-align: center;"><b>Both consultations close on the 24 November 2024</b></p> <p><b>Supplementary Planning Documents (SPDs)</b> Supplementary Planning Documents support the strategic and detailed policies in the Stevenage Borough Local Plan (SBLP). The SPDs are designed to set out more detail for how development is carried out.</p> <p>We are consulting on the following SPDs:</p> <ul style="list-style-type: none"> <li>• <a href="#">Stevenage Design Guide (September 2024)</a></li> <li>• <a href="#">Developer Contributions (September 2024)</a></li> <li>• <a href="#">Parking (September 2024)</a></li> </ul> <p>We have produced a booklet to help explain why we are reviewing them and what specific changes we are making.</p> <ul style="list-style-type: none"> <li>• <a href="#">SPD Booklet</a></li> </ul> <p>To review, comment and find out more on the documents, please visit our consultation website using the link below.</p> <p><a href="https://stevenagespds.commonplace.is/">https://stevenagespds.commonplace.is/</a></p> <p><b>Community Infrastructure Levy</b> The Community Infrastructure Levy (CIL) is a charge that a Local Authority can apply to developers who are constructing additional floorspace. The CIL money that is collected by an authority can be spent on infrastructure which is necessary to support proposed growth in their area. This consultation is your opportunity to have a say on the proposed CIL charges.</p> <p>The documents to review and assist with your comments are found below:</p> <ul style="list-style-type: none"> <li>• <a href="#">Preliminary Draft Charging Schedule (PDCCS) (September 2024)</a></li> <li>• <a href="#">Stevenage Infrastructure Delivery Plan (September 2024)</a></li> <li>• <a href="#">Adopted CIL Charging Schedule (April 2020)</a></li> <li>• <a href="#">Stevenage Borough Council Local Plan &amp; CIL Review Viability Assessment</a></li> </ul> <p>To review and comment on the proposed charges, please visit our consultation website using the link below.</p> <p style="text-align: center;">1</p>	<p><a href="https://stevenagecil.commonplace.is/">https://stevenagecil.commonplace.is/</a></p> <p>More information on CIL can be found on the council's <a href="#">Community Infrastructure Levy</a> web page.</p> <p><b>How to respond</b></p> <p><b>Online:</b> You can respond on-line, read all supporting documents and helpful guides by going to each consultation website:</p> <p><b>Email:</b> Please send your comments to the Planning Policy Team directly on: <a href="mailto:planningpolicy@stevenage.gov.uk">planningpolicy@stevenage.gov.uk</a>. Please ensure you state 'SPD Consultation' and/or 'CIL consultation' in the subject line.</p> <p><b>Post:</b> Complete this response form and post it to:</p> <p>Planning Policy Consultation Planning &amp; Regulation Stevenage Borough Council Daneshill House Daneshill Stevenage Herts SG1 1HN</p> <p><b>Personal/Contact Details</b></p> <p><i>Please note that if you respond to this consultation your response will be publicly available. This will include your name, who you represent and the company/organisation but not personal contact details such as address or email.</i></p> <p style="text-align: center;">2</p>
<p>Your Name</p> <hr/> <p>Address</p> <div style="background-color: #e0e0e0; height: 30px; width: 100%;"></div> <p>Company/Organisation</p> <hr/> <p>Representing (e.g. - Self/ client name or organisation)</p> <div style="background-color: #e0e0e0; height: 30px; width: 100%;"></div> <p>Email:</p> <hr/> <p>Would you like to receive email communications about planning policy consultations in the future?</p> <p>Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p style="text-align: center;">3</p>	<p><b>Supplementary Planning Document (SPD) - Stevenage Design Guide</b></p> <p>Do you have any comments on the SPD?</p> <div style="border: 1px solid black; height: 200px; width: 100%;"></div> <p style="text-align: center;">4</p>

## Appendix 6 – Supplementary Planning Document (SPD) Booklet

Example to show a few pages from the SPD Booklet which was produced to help consultees understand the process of the consultation.

 <p><b>Supplementary Planning Documents (SPDs)</b></p> <p><b>Autumn 2024 Consultation</b> Guide to changes and how to respond</p> <p><b>STEVENAGE BETTER</b> FOR ALL</p> <p><b>Stevenage</b> BOROUGH COUNCIL</p>	<h3>What are SPDs?</h3> <p>SPDs support the strategic and detailed policies in the Stevenage Borough Local Plan (SBLP). The SBLP was adopted on 22 May 2019. The Plan sets out a spatial vision for the town to 2031 and contains detailed land use policies for the Borough. It looks to guide development and covers areas like housing, the built and natural environment, infrastructure, businesses, open spaces and more.</p> <p>The Local Plan is a key part of what is known as the Council's 'Development Plan'. The 'Development Plan' is a hierarchy of planning documents which inform the assessment of planning applications. The Development Plan for an area comprises the adopted Local Plan, the Waste Local Plan, the Minerals Local Plan and any adopted Neighbourhood Plans (of which there are none currently in Stevenage). SPDs sit within this hierarchy of documents under the Local Plan.</p> <p>Supplementary Planning Documents (SPDs) are produced to add detail to the policies included in an adopted Local Plan. They are used to build upon and provide further guidance for development on specific sites or on particular issues. Whilst they are not part of the Development Plan for an area, and cannot add unnecessarily to the financial burdens on development, the contents of a SPD are a material consideration when determining a planning application.</p> <p>Applications will be assessed against the standards contained within them. The SPDs should be read in conjunction with policies in the adopted Stevenage Local Plan.</p>
<h3>How to respond to the consultation</h3> <p>As your planning authority, we will undertake public consultation exercises.</p> <p>Responding means you will have the option to be on the consultation list and be sent further notifications.</p> <p>The Town and Country Planning (Local Planning) (England) Regulations 2012 stipulate that for Supplementary Planning Documents, public consultation must be held for a minimum of 6 weeks.</p> <p><b>Your response</b></p> <p>All your responses will be on the public files, so don't say something you wouldn't want to be read by everyone.</p> <p>You will have the opportunity to make your response online. This has the advantage of being able to see what others are saying and being able to make a supplementary response. You can also contact the Planning Policy team separately using the contact information at the end of this document if you are unsure of anything.</p> <p>The link to our consultation website is <a href="https://stevenagespds.commonplace.is/">https://stevenagespds.commonplace.is/</a></p> <p>When responding, you may want to use the words "object, support or welcome" to clarify your position. If you like what you see, don't sit back because another respondent may object. We welcome all views, and this helps planning officers and councillors to be aware of the interests of their communities. It also ensures that you will be kept informed of subsequent stages in the local plan's preparation when changes may be made.</p>	<h3>Have your say</h3> <p>Have your say here: <a href="https://stevenagespds.commonplace.is/">https://stevenagespds.commonplace.is/</a></p> <h3>Need more help?</h3> <p>Contact us on: <b>Planning Policy Team, Stevenage Borough Council Daneshill House, Danestrete, Stevenage, Herts SG1 1HN</b></p> <p>Email: <a href="mailto:planning.policy_SBC@stevenage.gov.uk">planning.policy_SBC@stevenage.gov.uk</a></p>